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12 November 2004 Issue 790

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1999 VOLVO B10M PLAXTON EXCALIBUR, 49/53 recliners, crew seat, centre sunken demountable toilet, continental door, **air conditioning** double glazing, auto gearbox ... £85,000

1999 DENNIS JAVELIN GX NEOPLAN TRANSLINER, 53 recliners, rear continental door, Webasto, retarder, video, air conditioning, double glazing, driver's bunk, curtains ... £62,500

1998 VOLVO B10M BERKHOF AXIAL, 30/49 recliners, rear kitchen, toilet, tables, **air con** ... *RING TO VIEW* ... £87,500

1998 VOLVO B10M BERKHOF AXIAL, 40/49 recliners, crew seat, **air conditioning**, double glazing, centre sunken toilet, hot water boiler, double fridge at rear, microwave, video & 2 monitors, continental door, driver's bunk, Webasto, Telma retarder, exterior finished in white unsignwritten ... £76,500

1998 VOLVO B10M BERKHOF AXIAL, 49 retrimmed recliners, crew seat, centre sunken toilet, continental door, Telma, **air conditioned,** Webasto ... £79,500

1998 VOLVO B10M BERKHOF AXIAL, 49 retrimmed recliners, centre toilet/cont. door, fridge, boiler, webasto, Telma, **air conditioned** ... *RING TO VIEW* ... £87,500

1998 VOLVO B10M JONCKHEERE MISTRAL 50, 51 recliners, crew seat, **air conditioned,** centre toilet, continental door ... *RING TO VIEW* ... £97,000

1996 MERCEDES 814 ROBIN HOOD 16 seater, **air conditioned**, power door, to be sold with new MOT ... £18,750

1996 MERCEDES 208 SPRINTER, 8 seats, **air conditioned** ... £6,500

1995 SETRA S210H 24 Ambiente recliners, 6 tables 2 crew seats, rear saloon, toilet, rear servery, video + monitor, **air conditioned** *RING TO VIEW* ... £45,000

1995 VOLVO B10M VAN HOOL ALIZEE, 46/48 retrimmed recliners, crew seat, rear toilet, continental door, double glazed, retarder, **air conditioning** ... £57,500

1995 DENNIS JAVELIN GX BERKHOF EXCELLENCE 1000LD, low driver, 51 recliners, rear continental door, sunken toilet, double glazing, crew seat, **air conditioning £46,000**

1993 VOLVO B10M VAN HOOL ALIZEE 48 recliners, crew seat, rear sunken toilet, continental door, **air conditioned,** rack locker doors, Telma ... £45,000

VOLVOS

1998 VOLVO B10M PLAXTON PREMIERE 350, 49/53 recliners, crew seat, double glazed, rear sunken toilet/ continental door ... £82,500

1995 VOLVO B10M VAN HOOL ALIZEE, 46 recliners, crew seat, rear toilet/cont. door, servery, double glazed, **air conditioned** ... £65,000

1994 (M) VOLVO B10M PLAXTON PREMIERE 350, auto gearbox, 50 recliners, crew seat, double glazed rear saloon toilet, side window blinds ... *CHOICE* ... £38,000

1994 (M) VOLVO B10M PLAXTON PREMIERE 350, auto gearbox, 53/57 seats, crew seat, double glazing ... *CHOICE* ... £40,000

1989 VOLVO B10M PLAXTON PARAMOUNT 3500, 53 recliners, crew seat ... £17,500

1987 VOLVO B10M JONCKHEERE P50, 53 recliners, power door ... £17,500

1985 VOLVO B10M PARAMOUNT 3500, 53 crew seat, D/G, alloys ... £10,500

1983 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 seat ... £6,000

OTHER COACHES & MIDIS – MINIS

2001 MERCEDES SPRINTER 413 EXCEL, 16 coach seats, coach rear end, forced air ventilation ... £22,000

1998 LDV PILOT 8 seater ... £3,950

1996 EOS 90, 49 recliners, crew seat, double glazed, rear saloon toilet, boiler, fridge, Drinksmaster dispenser, reversing camera, retarder ... £59,750

1996 MERCEDES 412 SPRINTER, COACHCRAFT CONVERSION 16 seat, two tables ... £10,750

1995 (N) TOYOTA OPTIMO, 18 seat, large boot ... £10,250

1995 MERCEDES 711D AUTOBUS, 24 seats, seat belts, power door, rack, boot, radio ... £17,000

1995 MAN 18.370 BERKHOF EXCELLENCE 1000LD, 51 recliners, crew seat, centre sunken toilet, continental door, fridge, hot water boiler, double glazing ... £49,500

1994 TOYOTA OPTIMO, 18 seats, large boot, power door ... £7,750

1993 DODGE PP160 WS VANGUARD II 33 semi-coach seats, 3 point seat belts, luggage racks, rear boot, tinted windows, radio/PA, auto G/B ... £12,000

1992 BOVA FUTURA FHD, 55 newly retrimmed recliners, crew seat, double glazed, demounted centre toilet & continental door, being re-tested ... £37,500

1991 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3200, 53/57 seats, power door, Cummins L10 Engine ... £22,000

1990 MERCEDES 0303 PLAXTON PARAMOUNT 3500, 53 seats, power door ... £27,000

1990 MERCEDES 811 OPTARE STARIDER, 29 coach seats, coach door, rear boot, racks, fored air ventilation ... £10,750

1990 MERCEDES 609 M2M, 23 seats ... £3,750

1990 VOLVO B10M PARAMOUNT 3200, 57 seater ... £24,950

1988 SCANIA K112 PLAXTON PARAMOUNT 3500, 49 retrimmed recliners, centre sunken toilet, crew seat, continental door ... £14,000

1985 LEYLAND TIGER PLAXTON PARAMOUNT 3500, semi auto, 51 recliners, crew seat ... £4,500

1983 LEYLAND TIGER PLAXTON PARAMOUNT 3200, 48 seats, crew seat, rear saloon toilet ... £3,950

1983 LEYLAND TIGER PLAXTON SUPREME V EXPRESS, 11 metre, 53 seats ... £1,750

BUSES

1995 (M) MERCEDES 709 BEAVER BUS 25 seats ... £12,000

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48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Choice of two, one beige or one white.

2001 IVECO EURORIDER BEULAS EL MUNDO 12M

48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Exterior metallic silver/grey.

2001 (Sept) SCANIA L94 VAN HOOL ALIZEE-H 12M

49/53 recliners, black multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, aircraft style doors to hatracks, SUTRAK AIR CON, fridge, drinks machine, Comfort shift gearbox, retarder and wired TV/video. Exterior white.

2000 VOLVO B10M PLAXTON PREMIER 350 12M

49 recliners, red/orange/black moquette, rear sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, aircraft style doors to hatracks and TELMA retarder. Exterior white.

2000 IVECO EURORIDER BEULAS STERGO-e 12M

49 recliners, blue/multi-col moquette, centre sunken toilet, power operated continental door, double glazed tinted side windows, curtains, courier seat, AIR CON, driver's sleeping berth, drinks machine, fridge, wired for TV/video, driver's door, and power courier's and driver's windows. Exterior white.

2000 VOLVO B10M BERKHOF AXIAL 12M

51 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, fridge, drinks machine, Webasto pre-heater and wired TV/video. Exterior white.

1999 (Sept) TOYOTA CAETANO OPTIMO IV (wide body)

22 seats, black multi-col moquette, tinted side windows, curtains, courier seat, driver's door, and power entrance door. Exterior silver.

1998 SCANIA K113 VAN HOOL ALIZEE-HE 12M

49 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, driver's berth, Comfort shift gearbox, retarder, alloy wheels and wired TV/video. Exterior white.

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Change at the top for EvoBus UK

EvoBus UK managing director Hans Smits is returning to his native Holland to take up the position of managing director, initially with the Belgian operations of EvoBus, but also with a view to taking responsibility for the business in Holland in the longer term. His successor will be Oliver Moekesch, currently managing director of EvoBus Switzerland, who will take over on 1 March 2005.

Hans Smits established the fledgling EvoBus UK operation in Coventry six years ago, and has managed a period of remarkable expansion, with 2004 set to be the company's best year ever with turnover in excess of £75million and sales of over 400 new Setra and Mercedes-Benz buses and coaches.

"I am pleased and proud to have been part of the team which has made EvoBus UK the success which it is," says Hans Smits, "and would like to pay tribute to the enthusiastic support I have received from my staff and from our ever-growing number of customers. In many respects I will be sorry to be leaving the UK bus and coach business, but I am of course looking forward to the new challenges. In the meantime it is very much 'business as usual' for me here at EvoBus UK as it is my firm intention to leave the UK operation in the best possible shape for my successor."

First interim results

The interim results for the six months to 30 September 2004 show that FirstGroup plc increased its turnover from £1,127.7m in 2003 to £1,207.3m this year. The operating profit was up from £78.1m to £84.0m and the pre-tax profit from £56.8m to £62.1m. The interim dividend rose from 3.75p to 4.125p.

The UK Bus division increased its turnover by 7% from £443.0m to £473.1, although the operating profit before the finance element of leasing costs fell from £46.2m to £45.4m. The strike in South Yorkshire impacted on these figures to the tune of £3m.

Chief Executive, Moir Lockhead, commented, 'These are strong results. Our rail division has continued to outperform and we are on target to grow our North American school bus business by over 1,000 buses this year. In UK Bus we continue to see growth in our London operations and we have reorganised our London operational structures to focus on service delivery throughout the division.'

Bus use up 50% in Cambridge

In the past three years, use of buses operated by Stagecoach in Cambridge has increased nearly 50% - twice the growth achieved in London.

On average Stagecoach is carrying 117,000 a week on its citi branded network. Passengers have flooded on to the buses since Stagecoach invested in a fleet of 40 specially branded buses, simplified the network and fares structure, introduced a 10 minute timetable pattern and carried out aggressive marketing. In the last 12 months Stagecoach has carried more than 5.5 million people on its fleet of 52 buses covering the seven citi routes. Prior to the improvements the network was carrying 3.8 million passengers.

CEO of Stagecoach Brian Souter said, 'This is one of the most remarkable public transport success stories ever seen in the UK - and even more impressive than the growth achieved in London.'

Frank Guy to recommence operations

B&CB understands that the minibus conversion business of Frank Guy which went into administration recently is to recommence operations. It is understood that Jonathan Irwin, the former MD of the company is negotiating with the liquidators to buy what remains of the operation out of liquidation and to then recommence bodybuilding. It is understood that Jonathan has secured financial backing from an outside source for the venture.

Phillip Trennam, formerly of Frank Guy, who had joined Driveline a few months ago when the company failed and who was actively selling the Driveline product last week at Coach and Bus 2004, has decided to re-join Jonathan Irwin.

. . . and Crest re-emerges too!

Crest Conversions the minicoach manufacturers based in Doncaster, which recently went into liquidation, also look set to re-emerge. In statements from the liquidators, O'Hara & Co, it has emerged that John Worgan is completing the build of three vehicles, not reclaimed by their owners. This work is being carried out on the instructions of the liquidators. The statements go on to say that it is John Worgan's intention to re-establish the business on a much reduced level. He is also looking to buy stock and tools from Doncaster Metropolitan Borough Council, the former Crest landlords, who took back possession of the buildings and equipment in lieu of outstanding rent payments.

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1998 Iveco Maxim, 29 seater, radio/PA, air con, power door, seatbelts **£39,000**

1997 Bova Futura, 49 seater, air con, w.c., drinks, cont. door, radio/PA **£82,500**

1997 Mercedes 814 Optare Nouvelle, 28 seater, racks, forced air, p. door **£29,000**

1992 Volvo B10M Vanhool Alizee, 49 seater, w.c., continental door, radio/PA **£32,000**

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49 reclining seats, crew seat, belts, air con, centre toilet, tv/video, newly repainted and retrimmed
£99,950

1993 "K" Setra S215 HD

49 reclining seats, crew seat, belts, air con, webasto, retarder, centre toilet, tv/video, drinks machine
£49,950

1999 "T" MAN Neoplan Cityliner

49 reclining seats, crew seat, belts, air con, webasto, retarder, rear saloon toilet
£102,950

1999 "T" Volvo B10M Plaxton Excalibur (Choice of two)

49 reclining seats, crew seat, belts, air con, retarder, centre toilet, tv/video, newly repainted and retrimmed
£110,950

1999 "V" Iveco 391.E.12.35 Beulas Stergo E

49 reclining seats, crew seat, belts, air con, webasto, retarder, tv/video, fridge, radio/pa, drinks machine
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NFBU becomes Bus Users UK

Tired of being mistaken for something to do with the Farmers Union, the National Federation of Bus Users has rebranded itself, adopting the name Bus Users UK, which it feels better reflects what it is about.

Announcing the changes at Coach & Bus 2004, Caroline Cahm said,'We have achieved an awful lot in 19 years, but we realise that outside the bus industry the NFBU name is just not recognised as well as it should be. It is our intention to become more widely known and our snappier new title will enable us to do just that. The expansion we have seen recently is just the first phase, and we intend to continue to expand as we become better known - we'll need to, to keep up with it all!'

Caroline Cahm and Ray Stenning at the launch.

Debuting at the NEC was Phil Tonks, Bus Users' new full time Assistant Areas Officer, based in the West Midlands, who will work Areas Officer Joe Lynch, who is based near Plymouth.

Funding has been secured from the Welsh Assembly Government for a new full-time deputy officer for Wales and for six area representatives who will work on a casual basis and be the eyes and ears of Bus Users UK across Wales. Appointed to the Deputy role is Barclay Davies, with John Richards (North West Wales), Joyce Porter (Mid & West Wales), Paul Harley (South East Wales) and Becci Johnson (South West Wales) announced as the first four of the six area representatives.

The organisation is also in discussion with the Scottish Executive and has been awarded funding for a project by the Department for Transport. Unlike the London Transport Users Committee (LTUC) which plays a similar role to that of Bus Users UK in London, Bus Users UK is not a statutory body and does not receive core funding from Government.

The new logo.

bus users UK

Help with the rebranding and the new logo has come from Ray Stenning's Best Impressions team, and Ray was present at the launch.

Along with the rebranding comes a new website www.bususers.org which has been designed and is maintained by FWT Ltd.

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The links between on-bus and off-bus crime

The Department for Transport has issued a briefing paper on Links between bus-related crime and other crimes.

Crime Concern and Liverpool University's Environmental Criminology Research Unit (ECRU) were commissioned by the Department to examine the links between bus-related crime and other crimes, and the extent to which initiatives to tackle bus-related crime can provide a 'gateway' to apprehend the perpetrators of other crimes. The study, which focused on work in the West Midlands, London and Liverpool, included a review of crime and disorder audits and strategies to identify whether reducing public transport crime is fully integrated; establishing if the links between bus-related crime and other crimes exist; identifying what the links are; and good practice in tackling bus-related crime.

The summary found two links between bus-related crime and other crimes. Firstly, joint operations between police and revenue protection staff on buses have assisted the police in clearing up other crime and apprehending offenders, some of them prolific. The second finding was that, following a police operation on buses, there was a statistically significant reduction in the level of assault and theft from vehicles in the zone that extended up to 400m from the bus route.

Full reports of the research are available from the Department for Transport's Mobility and Inclusion Unit on 020 7944 5222.

TfL route 28 goes double deck

After many years of operation with single deck buses TfL route 28 has switched to double deckers. The route operates from Wandsworth through Fulham Broadway to Olympia, Kensington and Notting Hill.

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AMC

Jenny Meadows to step down

Jenny Meadows, Executive Director of the Community Transport Association for the last decade, is stepping down at the end of the year to pursue a new career. She originally joined the CTA in 1991 as the organisation's first full-time advice worker, becoming Executive Director in 1994. Prior to this, she was Director of Manchester Ring and Ride.

Dai Powell, CTA Chair, said: 'Jenny Meadows is departing on a high note'.

During her tenure at the CTA, the organisation has become firmly established at all levels, regularly consulted by Government and a contributor to national policy debates. She serves on the statutory Disabled Persons' Transport Advisory Committee. The practical side has been ramped up too, with membership rising in recent years. CTA's services have grown to meet the challenge to operators to provide ever more accessible, affordable and appropriate local transport. Following last year's staffing and organisational changes, she leaves the organisation on a sound financial basis.

Jenny commented: 'I was in Scotland recently, going through the latest batch of funding applications to the Rural Community Transport Initiative. It has made such a big impact up there and emphasises just how far we have come. There's a great future ahead for community transport.'

Jenny plans to leave at the end of 2004, and will be retained by CTA in an advisory capacity.

DVLA to charge out of use vehicles

The DVLA is plans to levy an annual charge on all vehicles irrespective of whether they are being used or not. This would affect owners of historic vehicles, which are only used part of the year or maybe not at all, as well as operators who retain redundant vehicles or a large reserve fleet.

It is understood that the initial charge is likely to be £4.50 per annum.

This change in the rules appears not to have been widely circulated and has only really surfaced through the historic vehicle circles. The DVLA was apparently asking for views, but their deadline for these was November 8. For further information go to www.fbhvc.co.uk. The e-mail address for making representation to the DVLA is donna.woods@dvla.gsi.gov.uk.

TfL & MPS crackdown on route 57

TfL's route 57, which runs through Kingston, Merton, Wandsworth and Lambeth, is to be the focus of an ongoing police crackdown on crime and antisocial behaviour. A significant number of incidents on the route in recent months, involving antisocial behaviour and motorists blocking bus lanes, have led TfL and the Metropolitan Police Service to deploy a dedicated team from the Transport Operational Command Unit (TOCU) to run regular patrols on the 57 from Monday 15 November.

TOCU has over 900 officers policing the bus and transport network across London, and teams currently patrol a number of other routes running through south west London, including the 9,10, 28, 328, 211 and 220. There are 61 police and 68 police community support officers in the south west area undertaking regular patrols, as well as responding to individual incidents and to crime and disorder problems highlighted by police intelligence. TOCU is funded by TfL and operated by the MPS.

London United, which operates route 57, is working closely with TfL and the MPS to put the new measures in place. In September, 1097 incidents were reported by bus drivers in the south west area, including 443 for anti-social behaviour and 480 for congestion; 81 arrests were made.

I'm Only Saying....

It was in the cab coming back from Stansted after my Dublin trip that it dropped on me. Essex County had won. Their insistence on 40 mph through roadworks had finally worn me down. I'd go to the Bus and Coach show in the NEC by public transport.

I mean, I've written about it and got a placating reply from Essex saying it was keeping me safe. Missed the point, I read about these things, understand them more than your average driver and I still firmly believe it's a money grubbing exercise. Anyway, there you are.

Good chance to sample Nat Ex's new Shuttle I thought. So onto the website I go, bear in mind dear reader (Dear reader? What is he on about, you're all in the bus and coach industry! I have an hours journey to London and as we've faffed around with Crossrail for eons whilst the French have built 5 RER's across Paris, there is crossing that town to consider too.

Just over two hours it proclaims...er.. no.. that's Golders Green to Birmingham, if you want central London "the coach extends to Victoria". Up comes destination and the NEC appears. Good Oh I think, must call in off the M6 so I select it. "Sorry, nearest stop Digbeth". Why offer the, um...er.. thing then?

So the train gets it. Onto the very good National Rail site and I've train times up in no time at all.

My star of the show was the same again, the Wrightbus Volvo of Harrogate & District.

The interior of the Metro West Yorkshire BMC Schoolbus.

Fares are bewildering. I take advice and find it is even more bewildering. I'm still not convinced so don't take advantage of early booking, at this stage I was still not certain which of the three days I would go... quite reasonable, and for those of you with proper jobs even more reasonable.

Off I go, half an hour later than intended but still not late enough for special offers. A slam door train (reprieved for a further 10 months, but I actually quite like them) turns up and we make a very full and late arrival at London Bridge. The Northern Line has signalling problems so I wait for 10 minutes for a train I can't get on. The next one arrives and I join most of London on it. Still it gives you time to contemplate why East London line trains extend to Shoreditch on Sunday mornings.

I make Euston with 10 minutes to spare. Just as well as I only just get a seat on my Pendolino. It is a grey, drab day, when I peer round the seat in front to look out. How is it that train manufacturers have this incredible skill to not line up seats with windows? I actually quite enjoyed the tilting, it's much more than you expect. I bet Alastair Darling enjoyed it, he travelled up in the cab.

We arrived 10 minutes late.

My return Pendolino was so full I had to stand from Brum to Milton Keynes. It wasn't possible to provide a trolley service so folk sought solace in the bar, either by grumbling or by taking on huge quantities of G&T. The staff were quite chipper about it all, it should have been an old set which are bigger. What happens when there are no more old sets? The Northern line is still in trouble and I have another journey crammed to the roof. It ends when I and a young lady whose ear I had been contemplating at close quarters for several subterranean miles have to push our way through the train as the door we were next too can't be opened at Charing Cross. A cramped new Electrostar and I'm home, 20 minutes late. The driver had made a very nice airline style announcement that we were caught in congestion near Tonbridge. And there's me thinking trains have their own right of way.

For all this fun I paid £119 standard class. If I'd hired a driver to drive my car it would have cost £100 plus a tenner for insurance.

So what of the Show? It depends where you are sitting. For me, the thought of a yearly show is a good one and I suppose you have to start somewhere. I do hope all the exhibitors thought it worthwhile, it was decidedly quiet during the afternoon, but you could get around everything in a day. Star of the show for me was the same as last time. The Harrogate & District twin deck 3601 didn't look as if had entered service let alone done nearly a year's worth. More could have been made of that in the accompanying information, basically, you needed to have been at last years show and be a bus spotter to know. So most people were wrong and H&D were right.... that's very good for them and the industry. OK, the spec wouldn't suit every situation, but the bus has something else... presence. You can't miss it, I'm afraid the corporate drab of First, Arriva and TWM just didn't have it and their buses were unmemorable as a result.

Little points, I was fascinated by how the floor of the TWM artic rose up to the articulation from the back. The route details inside the Reading bus were great and the sign at the bottom of the stairs saying there may be seats upstairs was neat. Otherwise an uninspiring bus.

The coaches looked good, you just get the feeling that with so much on offer these days, it's a pity so much bureaucracy is restraining a huge surge in demand.

So to BMC..... those who went will know what I mean. The West Yorkshire school bus caused me to pause. You know my views on school buses and there were other vehicles around the Show that had the same effect on me. I'm concerned, always have been, that the bus you go to school on influences your views later on. That's why I think the icon status of US school buses overcomes their pretty basic nature. Hats off to the manufacturers for wading in with the sort of things we say we want, but have we lost the plot? When you look at the advances in accessibility made on buses over the last years, you must call into question some of these designs. But back to BMC (for those of you there, again you'll know what I mean). At the back of the stand was a very promising looking thing called the Falcon. I think that would have looked good at the front.

The step arrangement on the BMC Schoolbus.

So, back to my original point, Public Transport as a distress purchase...discuss.

Coach & Bus 2004

Last week's Coach & Bus 2004 exhibition in Birmingham's National Exhibition Centre did not provide the comprehensive overview of the market, and what products and vehicles are available for it, that visitors to Coach & Bus are accustomed to seeing, though there was nevertheless a considerable amount of innovation and many new alternatives on display.

Wrightbus had its large stand directly opposite the entrance to the show and here the main attraction was the Volvo B7RLE based Commuter Coach, which locates a wheelchair passenger ahead of the nearside front wheel, with easy entry provided by a bespoke ramp design from Compak. Looking at this vehicle, I felt that a disabled person would feel less isolated than I had originally thought, by virtue of the lowered seating position of the first offside row of seats, where a carer or other family members could sit. Shown for the first time with a raised trim level, the Commuter Coach is Wright's innovative answer to the problem of how to meet the forthcoming DDA regulations demanding wheelchair accessibility on interurban and express services, as well as some school work on which separate fares are charged. 'Is it a bus, is it a coach, it's both,' said Mark Nodder. While operators will rightly ask why it is always they who have to pay the bill for the Government's social engineering ambitions, this is a concept with some merit for interurban work, though its inability to accommodate buggies is a distinctly negative feature for some applications, and it is a non-starter for luxury coaching work. Interest in it was considerable. The price tag is expected to be in the £125,000-£130,000 bracket depending on specification, and Wrights believe that this will make it attractive to some operators who are using luxury coaches on work that doesn't warrant them.

One of the talking points of the show was the Wrightbus Commuter Coach on the Volvo B7RLE chassis.

Announced but not shown was Wright's first venture into the small bus market for some years. It has been largely developed and, subject to customer demand, could be ready for deliveries by mid 2005. Called the Satellite, it is an attractive low floor body design on the Irisbus LoGo minibus chassis, powered by the impressive new 3.0litre HPT 166bhp engine with variable geometry turbocharger. It will have a wheelbase extended by Wrightbus and be offered in 8.1m and 8.8m length options seating 24 and 28 respectively. The width will be 2.3m.

In another interesting development, Wrightbus has teamed up with Acis in a move designed to overcome the problem of the variety of electronic systems on buses, and how they will be supported in future years. The idea is to have one box with plug in and play potential rather than the current plethora of CCTV, GPS, and other electrical systems that have to be accommodated.

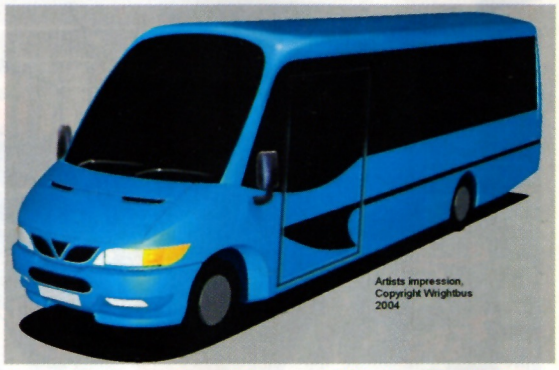
Customcare displayed the front section of a bus, regularly disassembling and reassembling it to show how straightforward it is to repair in the event of damage.

Plaxton's late decision to attend worked out well for the company, which saw considerable interest in the products on its stands throughout the show. The main Plaxton display consisted of a Panther bodied Volvo B12B and a Cheetah coach on the Mercedes Vario chassis. Opposite on the **TransLinc** stand, a Sprinter mounted Pronto accessible minibus took centre stage, attracting a considerable amount of complimentary comment. Brian Davidson said that Pronto had been hardest hit by the administration period with orders for the new model cancelled as a result, but it was getting back on track with 11 now sold, to five customers, among them Havering (four), TransLinc and Lancashire CC. A second, separate, Plaxton display housed a Paragon bodied Irisbus EuroRider. In these days of increasing weight consciousness, the unladen weight of 12,100kg caught my eye. The Panther B12B was 12,860kg, still a good figure by modern standards.

Plaxton showed this Panther bodied Volvo B12B. It was announced that 12.8m bodywork on the B12M is now available.

Perhaps more interesting than what was displayed were three announcements of product developments from the Plaxton stable. In the second quarter of 2005 a 10m version of the Profile body is to be introduced on the Dennis Alexander Javelin chassis. It will accommodate a maximum of 45 seats and already ten have been sold, with the price quoted at around the £125,000 mark, depending on specification. As well as announcing a shorter model, Plaxton has gone the other way, offering commercially the 12.8m Panther/Paragon body on the Volvo B12M chassis. No less than 12 have already been ordered for Sean Logan's Corporate Coaching fleet. A 12.8m version of the B12B will follow.

Stage carriage versions of the Beaver minibus had been expected to disappear with the advent of DDA legislation but it seems that some customers are reluctant to see it disappear as their networks cannot cope with low floor buses. To this end, a DDA compliant Beaver is to be made available in the early months of next year. Based around the framework of the Beaver Plus, it will have a side mounted lift and internal provision for a single wheelchair and can be equipped with a maximum of 33 bus or coach seats. A small boot is provided, and though the wheelchair impinges on the space for this, it is big enough for the two double seats to be stored when the wheelchair space is needed. The price is expected to be around £60,000, considerably less than most low floor alternatives with a similar capacity.



An artist's impression of the new Wrightbus Satellite body for the Irisbus LoGo chassis.

I was among many visitors pleased to see Sandy

Glennie on the stand, continuing his long involvement in the UK bus and coach industry as a non-executive director of Plaxton. Also announced were a new glass parts centre in Harlow and a new parts centre in Motherwell.

The biggest coach stand was that of the

Francis Aspinall of BASE presents Richard Noy of MAN with a tankard and a souwester in recognition of his contribution to the industry and his move to sell marine engines.

Holmeswood Group's **BASE** subsidiary, which imports the **Marcopolo** range of coachwork as well as dealing in used buses and coaches. Addressing the DDA issue, BASE have developed a compliant 55 seat version of the Viaggio 350 built on the MAN 18.360 chassis, with a side mounted PLS Access lift that takes up only 0.6 cubic metres of the luggage bay. With a wheelchair on board, six seats are lost, but it is hoped that with more development the loss can be reduced to only four. Unwin Innotrax railing and Vogel seats featured. Production versions will have modifications including more discreet hinges and changes to the locker arrangement. DDA compliance adds £10,000 to the £165,000 cost of a standard 55 seater.

Meeting the DDA regulations is this prototype conversion of a Viaggio 350 bodied MAN 18.360 from BASE.

For lower height coach customers the Viaggio 330 was shown as a 57 seater for Maynes of Buckie and a 70 seater for Edwards of Pontypridd. The Edwards coach, one of four, had a new softer brushed PVC dash trim available in light or dark grey and 70 MTB seats. The 70 seater currently costs £149,500 but there will be a 3% rise in the New Year. Of note on the Edwards coach was a two camera DVD recording system with screen above the driver's head that shows passengers they are being recorded. The front camera also has a sound recording function. The system, which costs around £2,000, was developed to meet customer's needs by Holmeswood's in house computer expert, Mike Pendleton.

Illustrating the 70 seat conversions BASE undertake for both sales vehicles and the Holmeswood fleet, was a 1997(P) Ikarus DAF SB3000. I'd forgotten what a good entrance arrangement these coaches have. The 3+2 MTB seats were, as on the new Marcopolo, cleverly mounted on dual rail tracking that enables the coach to be converted back to 2+2 again, if a contract is lost of withdrawn. The second of a batch of ten converted, it was on offer at £75,000 plus VAT.

MAN's display consisted of an East Lancs Myllennium bodied 14.220 suitably lettered for the occasion. Worthy of note was that this was perhaps the last appearance at a bus show of Richard Noy, the Bus Director of MAN ERF UK Ltd, who is to take charge of the company's industrial and marine engine operations. To mark his departure, BASE arranged a presentation of an engraved tankard and, somewhat appropriately given his new role, a bright yellow souwester.

We weren't expecting to see **MCV**, hence their exclusion from the preview, but not only did they appear, they did so with a new model. The Evolution replaces the previous Stirling. As Vernon Edwards and Jim Boswell explained, 'We wanted to get away from the old BET dome so we raised the roof level and increased the depth of the cantrail, which makes it more suitable for larger vehicle configurations. We are also looking to introduce a 12m version on an MAN. The 14.220 with 6m wheelbase will enable us to put an 11.8m body on, increasing the seating capacity to 44 with 27/28 standees.'

Vernon continued, 'Inside we've got a new dashboard layout, we've increased the space at the front to create a larger locker to house the multiplex electrical system and we've increased the width of the driver's compartment.' The Evolution provides four inches more headroom, two inches more interior width (with no increase in exterior width), an easy to clean arched ceiling with two continuous lighting strips and Clayton's latest blown convector heaters which are said to be 80% more efficient than the previous standard.

Production of the Evolution is already under way, with the last Stirlings sold. The 11.3m show vehicle seated 40 with 25 standees and is one of 14 for De Courcey that are joining six Stirlings in his fleet. MCV has ordered 50 MAN chassis for 2005 and is looking to increase this figure. It was revealed that by March, it was hoped that a 10.1m two door Evolution mounted on the MAN 12.220 chassis with 5.2m wheelbase would be on the road. The 12.220 has the same driveline as the 14.220 but two rear airbags and two trailing arms to give a reduced rear overhang. Later a 9.6m long, 4.8m wheelbase, 12.220 was envisaged with a seating capacity of 30.

MCV were present with the new Evolution bus model mounted on a MAN 14.220 chassis.

The interior of a 1997 (P) Ikarus DAF SB3000 upseated to 70 by BASE using MTB seats.

Maynes of Buckie have bought this 57 seat Marcopolo Viaggio 330 bodied MAN from BASE.

Making their UK debut were the products of the Polish manufacturer **Autosan**. Autosan UK is the latest offshoot of Auto Holdings plc, which also includes BMC UK and King Long plc. King Long products were not present at the show. Chairman, Clive McNally commented, 'We intend to offer a complete range of vehicles between all three manufacturers in a non-competing strategy.'

Heading the team selling the Autosan range is Alan Middleton, who has experience with a number of dealers,

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MCV

Making its UK debut was the Autosan Eagle School Coach, a Cummins powered 67 seater.

accompanied by Marc Sheridan and Mike Nicholson. The company showed four vehicles, by far the most interesting of which was the A1012T Eagle School Coach, the only one of the four that appeared in right hand drive form. It offered 67 3+2 three point belted seats and a five cubic metre underfloor luggage hold accessed through top-hinged lockers on each side. The chassis rails run through the centre of the hold. Autosan produce the complete vehicle, which features a Cummins ISBe 250bhp Euro 3 engine and ZF six speed gearbox. The first example was sold during the show to Maynes of Buckie.

Also shown were the 8.55m A0808T Gemini II midicoach, 12m A1112T Ramzes coach and the 9.3m A0909L Tramp Rural School Bus. The Tramp is very basic by UK standards, offering no frills 2+2 seating in a step entrance bus powered by a Cummins ISBe engine. The wheelbase is 4.00m. Attracting more positive comment was the Gemini II midicoach with its uncompromisingly square external styling and a price tag of £75,000. It had front and centre powered plug doors, a two step entrance with a further step up to the aisle and deep and somewhat heavy looking overhead racks, though the specification of 29 seaters delivered to the UK will be upgraded. Carrying the livery of one the Connex subsidiaries in Poland, the Ramzes had three high entrance steps and a further two up to the aisle. Despite the 12m length and no toilet, the twin plug door body accommodated only 47

BMC showed one of 30 School Buses it is supplying to Metro, the WYPTE, for school work. It has 3+2 seating.

Automet plastic backed recliners with three point belts. Their large arms and the sunken gangway made the aisle seem narrow. Very substantial racks faced in aluminium incorporated a handrail on the offside. The UK specification will include 49 seats, a toilet and air conditioning.

Both the Gemini and Ramzes are scheduled to be available in RHD from March.

Opinion was divided on what constituted the main attraction on **BMC's** stand: the vehicles or the girls? The former included the first 850 Probus with an automatic transmission and the new Hawk low floor midibus chassis which first appeared at the Madrid Show as the LF900. Attracting just as much attention was the BMC School Bus, which was one of a batch of 30 for Metro, the West Yorkshire PTE. It is difficult to come up with a good front entrance arrangement on a forward engined bus, and this four step layout illustrated the limitations, though the bus was accessible (and DDA compliant) thanks to a rear lift, housed behind a single door at the back. Substantial interior racks featured along with a 3+2 seating layout. Also present was the Falcon 1100 low floor bus, which is starting to find custom. A recent order will see three 45 seaters delivered to Brylaine of Boston.

Tawe Coachbuilders and the **Stoke Truck & Bus** dealership are separate concerns that have been working together to produce the Academy range of vehicles. Tawe do

the conversions and ST&B, who have agencies for Renault and BMC, sell them. David Finney of ST&B explained that, 'the aim is to offer a high specification at a realistic price. We will add more vehicles to the Academy range as time goes on.' Three vehicles were shown, the biggest being a 35 seat BMC Probus 850 to which Tawe had added a DVD and multiplay CD system, a mobile phone suite, a Thatcham category 1 alarm, pleated curtains, headrest covers, a Smart speaking satellite navigation system, a reversing camera within the rear view mirror, reversing sensors with alarm, and wooden rack edging instead of the standard rubber unit. I thought the work transformed the appeal of the coach. The cost rises from the standard £92,500 to £97,500, although the sum of the additional parts equates to considerably more than £5,000. Also shown were a new Renault Master 120 LWB high top 16 seat extended conversion, which has a 600mm section added beyond the rear wheelarch and Tawe's coach rear end. The extra space enables 16 Kiel recliners and a boot to be offered, whereas 12 recliners is your limit in a standard coach. The third vehicle was an extended Sprinter with 16 Kiel recliners, a coach rear and LED lighting to the racks and gangway. David confirmed that it is ST&B's intention to offer the King Long range.

Perhaps the most interesting of **Toyota's** four exhibits was an accessible version for Sedgefield Council, replacing a similarly specified five year old coach. The specification of the standard coach

The 12m Ramzes was one of four vehicles that appeared on the Autosan stand. All but one were left hand drive, including the Ramzes.

models has not altered of late. Toyota is enjoying a good year and will probably achieve around 40 sales, roughly 30% percent up on last year.

So busy was Cyril Butcher at **Olympus Coachcraft** that it was late on the final day before I could catch up with him. When I did, he confirmed that it had been 'a cracking show,' with four confirmed orders and a lot of leads. This despite the fact that the two vehicles he had wanted to display had not been present because some key parts had not been supplied on time. On display were two Sprinter based luxury Diplomat conversions. The vehicle for Empress of Batley was perhaps the most highly specified Olympus have yet built. Originally delivered four months ago, it had euro racks, aircraft locker doors, Eberspacher/Diavia air conditioning and heating, suede to the roof and rack undersides, carbon fibre fittings, LED rack lighting, and fibre optic feature lighting on the rack edges, gangway edges and steps. Alpine satnav, a 10 disc CD changer, a split DVD/Play station system, Jason drinks machine, electric step, four colour reversing camera, and piped leather seats were also specified. The second coach was a 16 seater for Acorn Travel on a Sprinter 416 rather than a 413 and featured a 3.5cubic metre boot for golfing work.

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Leinster and **Euro Coach Builders** shared a stand on which three examples of the LX range of 16 to 33 seat Vario based coaches, built exclusively for Leinster by Euro, were shown. The LX incorporates the same screen as the earlier Pantera model but the rest of the mouldings, which have been produced in-house, are completely new. An LX33 for Golden Boy featured 33 fixed seats manufactured by EuroCoach, Tropical air conditioning, a DVD and double glazing as well as a 3.2cubic metre luggage hold. An LX29 in white was for Edinburgh Castle Coaches and featured 29 Politecnica seats from Italy. Completing the line up was the LX16 with 16 white leather trimmed Politecnica seats and a rear toilet, servery and drying area for use on golfing tours. In England and Wales, Steve Taylor of Taylors PCV Sales handles the range and Steve was on hand to assist potential customers. The Vario fronted V29/V33 range continues to be available. Prices for the fully specified 33 seater start at £85,500.

Stoke Truck & Bus market the Academy range of vehicles with enhanced specifications undertaken by Tawe. This is the BMC Probus 850 Academy.

Olympus Coachcraft showed two luxury Diplomat conversions on Mercedes Sprinters.

Most of the exhibitors in the show's Accessible-4-All display area were scheduled to join the majority of other accessible vehicle manufacturers at the CT Exhibition in Manchester from 9-11 November, although Stanford was one exception to this.

Stanford Coachworks emphasised their accessible products in Birmingham, although the company also produces luxury coachwork conversions to a very high standard. On the stand was the first flat floor (without wheelarches) version of the Sprinter 413, for London Hire. Tastefully trimmed in blue, it had a rear Ratcliff lift and Stanford's own fold out step at the side door. Stanford's first conversion of the T5 Transporter appeared in eight-seat form, along with a 16-seat luxury Sprinter 413 conversion for Redbridge Transport and an accessible VW LT46. The company continues to be extremely busy, though they thought the show quiet at times.

Swain showed a different vehicle to the one they had been expected to, in the shape of a Spirit low floor minibus in the colours of the West Midlands Ring and Ride service. Based on Fiat Ducato units, it has TVAC independent rear suspension and is directly wheelchair accessible through the side and by ramp or lift at the rear. Swain's stand was shared with Portaramp, who showed a new conventional bus ramp. A second Spirit appeared on the Somers stand.

CVI (The Edinburgh Van Centre) had the 16 seat VW LT46 converted to low floor by VDL Kusters as their main exhibit. A high flat floor LT46 converted by Advanced Vehicle Builders seated 14, excluding the one next to the driver. It featured a rear Ratcliff lift. A standard VW T5 Caravelle conversion was also shown.

Driveline were not exhibitors in their own right, but a Sprinter 413 conversion of theirs appeared on the Ratcliff stand. It was equipped with a Ratcliff underfloor lift.

The Stertil Koni mobile vehicle lift stand was home to an **Excel Conversions** Sprinter, though the fact that it spent the whole show raised in the air precluded inspection of it.

UV Modular's bus business is going well with production now up to four units a week and good orders through to the end of March. On display was a Treka coachbuilt minibus on a Ford Transit 430. Fully DPTAC compliant with 15 Rescroft Defender 3 seats, it featured the options of bonded glazing (an additional £60) and a BCE UK powered plug door (£1400). Other base options on the Treka are the VW LT46, Iveco 50.C.13 and the Mercedes Benz Sprinter 413/416.

Fillers

As publishers we're used to the idea of fillers, small adverts, usually for your own product, that can take up any awkward unsold advertising spaces left over after you've laid out a magazine. The idea is to keep them to an absolute minimum. Coach & Bus 2004 took the idea of fillers to a new level, with almost as many large vehicles shown on the On the Move and Coachmarque stands as on those of paid for stands. B&CB does not give away free advertising because it is not fair to our paying customers, as well as being commercially counter-productive, and it seems unjust to us that some manufacturers who did not take stands were better represented, in terms of vehicle numbers, than others that did.

Last word

Coach & Bus 2004 could have been a disaster, and commercially was almost certainly a disappointment for the organisers, but for the majority of those who exhibited and attended, the downsized event was worth attending. CPT and Expo Management spent a considerable amount of money to ensure that there was something there to see in place of the absent manufacturers, and to a degree this worked, though how those exhibitors who paid for their stands felt about their competitors' products being displayed, at no cost to themselves, is another matter. I personally thought it commendable that Volvo, having stated its position, did not send its staff to the NEC. Those who did exhibit vehicles found their stands busy, while the products and services stands benefited from visitors having more time to devote to taking everything in, than is often the case during a one day visit to a show at which all the leading vehicle manufacturers participate. So it worked for visitors and exhibitors, probably less so, if at all, for the organisers. As Meatloaf once said, 'Don't be sad, two out of three ain't bad.'

Four Toyota Optimos were exhibited including this example, which is one of nine for Mayday Travel of Croydon.

This Euro Coach Builders LX16 bodied Vario has a 16 seat leather interior complete with drying room for golf work.

By Stuart Jones

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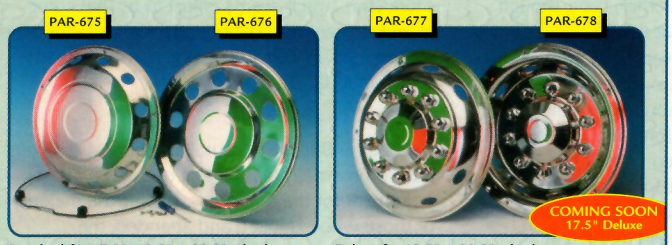

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Plenty of new innovations at Coach and Bus

Coach and Bus 2004 may have been smaller than in previous years but there was no lack of new and innovative products to be found on the suppliers' stands, many of them from first time exhibitors. In our preview we highlighted some of these new products, so in this article we will cover a variety of the others.

Seats

It was a great show for new seats. **Star Seating** from Dudley in the West Midlands is emerging as a major player in the minibus market. The firm prides itself on designing and manufacturing its own seats entirely in England. It used the Show to launch its new Apollo recliner and its standard Capella range. A family firm, Star believes in providing a quick turnaround and total after care support.

Cogent have reprofiled their school bus seats. All are now symmetrical and make the gangway easier to use.

Cogent from South Wales showed three new seats including a Mk2 version of its popular school bus seat on which the previously integral headrests have been deleted in favour of optional headrest/grab handles. All the seats are now totally symmetrical having been re-profiled to give easier gangway passage even when fixed in a 3+2 arrangement. Roger Pownall demonstrated the new integrated quick return seat belts fitted to these seats.

Cogent's general seat, the Osprey, has also become a Mk2 following suggestions from customers for the seat to be re-profiled and made a little softer. I found it very comfortable with a nice degree of support.

Third in the new range is the Merlin, a basic seat tested to M1 and M2. It is supplied in vinyl covering or Jaguar coretex and comes with a lap and diagonal belt.

Roger also showed me a concept seat, under development, that will provide a tip up squab feature and a system for the backrest to double as a wheelchair passenger backrest and a wheelchair anchorage system without the need for additional tracking. It should be in production later next year but Cogent are anxious for comments from industry users on their design ideas.

Grammer, who bought Lazzerini some years ago, showed their new M2/M3 tested recliner seat, the Gran Turismo, which is much lighter than its predecessors. Prototypes weighed 26.7kg but the aim is to get this down to 25kg. Production will commence in December.

Grammer also showed a very nice driver's seat called the Tourea, which has a well shaped seat with excellent lumber support and a full range of adjustment.

Scandus UK used the show to launch their new tip up seat called the Glidemaster. This was developed in response to requests from customers and has been short listed for an award in the up coming Bus Industry Awards. The problem with tip up seats is that they either stay down or they fold back up too fast. What customers asked Scandus to do was make one that tipped up much slower - and that is what they have done. It uses a combination gas/oil/spring system to achieve the movement. The unit has been trialled successfully on 100,000 cycles without failure. I felt that it still tipped up a little quickly but Paul Sproule MD of Scandus explained to me that they were currently evaluating the seat and had not yet decided the optimum cycle time. Units are on trial with Stagecoach, Plymouth and Brighton and Hove amongst others. In the unlikely event of the return delay mechanism failing, it reverts to a normal spring action. The seat costs about £28 more than the normal ones.

Minibus seating specialists Star Seating of Dudley launched this new Apollo recliner.

On the left are standared tip up seats which either stay down or tip up quckly. On the right is the new Glidemaster which tips up slowly.

Scandus also showed a new school bus seat, which is M3 tested and has a cantilever frame for the three seat version, enabling it to pick up on conventional seating rails.

The company also showed its lightweight seat, the Virgo, for the first time. This is already on trial with operators including Plymouth and Arriva and could be seen in the New Zealand built Driveline hybrid bus. Scandus have won the contract for the supply of seats for the fleet of these buses being bought by Stagecoach and Nexus for the prestigious Tyneside Quays project.

Seat Trimming

There were plenty of companies showing seating fabrics or providing re-trimming services. Familiar names like **John Holdsworth**, **Furtex/Interface**, **Duoflex**, and **Eastgate Trimmers** to mention a few. A new name to me was **Fabercon**, who are importing a range of velour seat trims from Austrian manufacturers Herbert Kneitz. They claim that the velour is easier to clean than moquette and does not crush in the same way. They have a range of styles, which are available ex stock on 24hr delivery, whilst examples of their wider range are usually delivered within a week. Companies wanting their own designs are catered for, but the minimum order is 500 metres.

Safkar air conditioning comes from Turkey. The manufacturer is looking for a UK agency.

Air conditioning

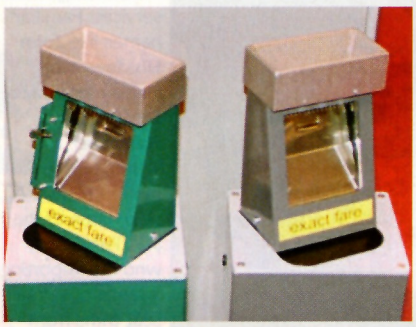
Becoming a standard as opposed to an optional item, air conditioning is big business. New at the show was **Safkar** from **Ege Sogutmacilik** from Turkey. Operators running the BMC Probus and Club 850 minicoaches will already be familiar with their systems. They produce a

full range for all sizes of vehicles and are on the look-out for a distributor as they look to expand their UK presence.

Webasto were once known only for heaters but these days produce a wide range of components. New at the show was the **Bycool** air conditioning system, designed for driving cabs, especially on smaller vehicles. It uses evaporative cooling and is housed in a neat roof mounted pod.

Ticketing

Time was when ticket machines did just that, they issued tickets. Not any more, they are now powerful information centres able to carry out a multitude of functions. **John Groves** showed me his latest version of the Almex Optima. Having been a bus driver John is always on the look out for ways to make the driver's job easier. The new Optima does not need a sign on module although this can still be supplied if preferred. Once signed on the driver can receive messages like details of road closures or route or timetable changes. The machine has a host of other features such as being able to print out inspector reports, cash transactions, passengers carried, fully automatic stage changing, timetables and special messages on the tickets - no need for pre-printed tickets, this machine does it all itself. It can also be linked in to wireless LAN and GPS systems for remote monitoring - and in case you had forgotten - it still prints tickets. It can also be linked to manual or electronic cash vaults. John showed new versions of these with a redesigned cash hopper which is more vandal proof, can be adjusted to suit the driver and with a larger viewing box. The actual cash canister is interchangeable with previous models.



New cash vaults from John Groves with movable cash hopper. They can be manually operated or linked into the Optima ticket system.

John Groves provide a management service for the Optima for smaller operators. He recently set up a new satellite operation in Wembley and told me this was proving very successful, being much appreciated by operators in the Southern half of the country.

Typical of John's attention to detail is a new Ticket Nipper. Current versions have a tendency to break and for the punch knob to become detached. The new ones are made of nylon and are therefore more durable and the punching button is much more robust.

John carries a wide range of items for the bus operator including driver's cash boxes and the essential coin change dispensers.

Both leading ticket machine suppliers **Almex** and **Wayfarer** were present at the show. Wayfarer used the show to introduce its new e-bus system. e-bus consists of a central open platform unit that acts as a server to drive on-board applications. It transmits data across a wireless network and has a single touch screen driver interface that controls all on-board applications from ticketing and smart card usage to CCTV monitoring, reversing cameras, RTPI and low bridge visual warnings.

Stertil Koni showed their new ST1082 and ST1055 hydraulic lifts. The vehicle is a Mercedes Sprinter converted by Excel Conversions.

CCTV

Wayfarer launched its new CCTV division, called **Transcam**, and there were a number of new developments from the established suppliers like **Activ Cameras**, **Cyberlyne Communications** and **LOOK**.

Garage Equipment

Plenty of new equipment on show in this category including new lift systems from **Stertil-Koni** and **Somers**. Somers also introduced a new hydraulic unit for lifting major units such as engines and gearboxes.

Somers showed mobile stand lifts – the MkIV and also this useful hydraulic lift for handling major units.

Two completely different approaches to chassis washing were shown. **Wesley Washman** displayed a sophisticated computer controlled system with variable jets and pressures and full water recycling. **FDI**, a new name to me, used to be part of Valetmatic, but is now an independent company. It has produced a chassis washing system, which uses lower pressures but high water volume in response to demand from customers. It is a major supplier to Stagecoach and Go-Ahead. The system is also unusual in using cold water for the cleaning process. The cleaning unit has nine synchronised heads, which ensure every part of the understructure is reached and cleaned to full MoT requirements. The system is hydraulically, not electrically driven and is programmable. It takes just 20 minutes to clean a double decker. I was particularly impressed with the way all the hoses are contained within a carrier, which moves with the unit. The whole unit is designed and manufactured in the UK.

FDI also produce conventional vehicle washers and others showing new equipment were **Smith Brothers and Web** and **Washtec**. New to me was **Moby Dick** marketed by **JGE Carwash**, which is a completely self powered, self propelled, single brush unit.

Glass

Glass is a big item to bus and coach operators. It is the most frequently damaged item. Specialists in glass replacement **PSV Glass** are able to provide and fit virtually any type of glass and have a 24/7/365 service.

Keeping a screen clean is a nightmare, ask any driver, especially in summer when the bugs litter the vision area and in winter when it can take ages to clean the modern massive screens of frost. Not any more, thanks to a simple device from **Webasto** called the HotShot. You simply insert the device between the washer reservoir and the jet and connect it into the vehicle's electrical system. The device heats the screen wash to 65 degrees in just 30 seconds and then it can be jetted onto the screen. Hot water is much more effective in removing bugs and it de-ices the screen safely and quickly. Twelve volt versions are already available and 24 volt ones will follow in January.

Autosound have a new driver/courier microphone which can be fitted to the seat. It can also be linked into a mobile phone for handsfree use.

Trax Installations produce what they call a sacrificial coating for glass. The material bonds itself to the glass and it is impossible to see it. Vandals happily scratch away at the glass thinking they are making their mark but back at the depot the coating is quickly removed to reveal that the glass is undamaged.

In-coach fittings

I was particularly impressed with some new roof hatches being introduced by **Webasto** called Bus

Top Premium. These are curved and made of tinted glass and are much thinner and lighter than conventional units. They are electrically operated

Tamware from Finland showed this neat electric plug door for minibuses. It also has a locking device.

and are easily retro-fitted. The design incorporates a number of new features including a noise reducing under plate. They also have a rain sensor, which automatically closes the vent. It also opens to provide a much greater air flow than conventional units and has a safety interlock feature so the hatch cannot shut itself unless triggered by the driver or the onset of rain. The hatches can also double as emergency exits and have an in-built eject system, so no more hammers! If someone tries to operate the emergency system the driver is alerted. The driver can also lock the hatches to prevent theft. A manual version includes many of the features of the powered version.

Happich have long been a major supplier of in-coach equipment. They featured their new L'Ego system, which is actually made by their Italian subsidiary Ellamp. This is a comprehensive range of fittings for racks, locker boxes, lighting and passenger controls, plus all the associated panelling. It is designed as a set of mix and match components to suit any size of vehicle. All of it fits together with hidden fittings. Happich also showed some new luggage locker door handles which are powered and incorporate repeater indicator or marker lights.

Autosound, the Blaupunkt agents and leading suppliers of coach sound and vision systems, showed a new DVD changer, which takes up to six DVDs. They also showed a new microphone system, which can be fitted to either the driver or courier seat. It allows complete handsfree operation and can also be linked into mobile phone systems.

Voith highlighted its new portal rear axle developed by its partner company Graziano Transmissioni.

Destination equipment

This must be one of the most competitive sectors of the market. I counted seven suppliers at the show and I probably missed someone. Exhibiting their wares were **Webasto**, **Indicators International**, **Vultron**, **Tamware**, **Bright Tech**, **Hanover Displays** and **McKenna/Mobitec**.

Bright Tech and Hanover Displays both showed curved versions suitable for modern coach designs with heavily curved screens. The Bright Tech unit was specifically developed to suit the Scania PB. LEDs are now the favoured light source for destination equipment and many exhibitors showed new, much higher intensity, forms which give clear destination information when the vehicle is fitted with tinted glass. The units can have the intensity adjusted. The range of colours continues to grow and whilst yellow on black is still the most popular there were plenty of reds, oranges, greens and blues in evidence.

Bright Tech also had some very

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interesting internal light panels. These normally appear to be black but have an electrically activated coloured rear surface. When charged the coloured surface glows and displays the message through cut-outs in black material coating the glass. Wrightbus are a principle user of these EL, or Electro Luminescent, devices.

Portaramp are best known for their portable ramps but this is their new on vehicle design.

Voith

Everyone knows **Voith** for transmissions but they have, over recent years, also moved into the manufacture of axles, suspensions and steering systems following their take-over of the Italian Graziano Transmissioni operation. At the show they introduced a new portal type rear axle for low floor buses. They already supply axles to Optare, Alexander-Dennis and VDL International.

Voith also showed the latest developments of their independent front suspension the IFS-T. The major difference between the Voith system and others is the use of a T joint instead of king pin or ball joint solutions. Voith claim the system is about 100kg lighter, smoother and more stable because it allows much wider location of the air bellows and shock absorbers. The suspension can be fitted to vehicles in the 3.5 to 9.0 tonne front axle weight category.

P&P Sergeant

What we said about **P&P Sergeant** in our Show Preview issue wasn't accurate and we're putting that right here. The company is the only remaining manufacturer of commercial brake linings in the UK. It has been selling in the UK for 22 years, concentrating on supplying the aftermarket with original equipment formulation linings, which have the approval of Mercedes, Volvo, Scania, Rockwell and Paccar among others. The Nutexa Frictions subsidiary has been manufacturing in the UK for over 60 years. The main product ranges are commercial brake linings, clutch linings, disc brake pads and brake drums and discs of all sizes, indeed the company is the only manufacturer offering a wide range of Japanese bus and truck items. Exclusively available through the company is the Klam electric retarder fitted to the Optare Solo and retrofittable on the Dart.

Tyres

The only major tyre manufacturer present was **Michelin** and sadly no news yet of when the anti spray tyre will be produced in sizes to suit coaches. They did show their new super single tyre developed for the MAN Lion's City single decker and now being seriously looked at by a number of other bus manufacturers.

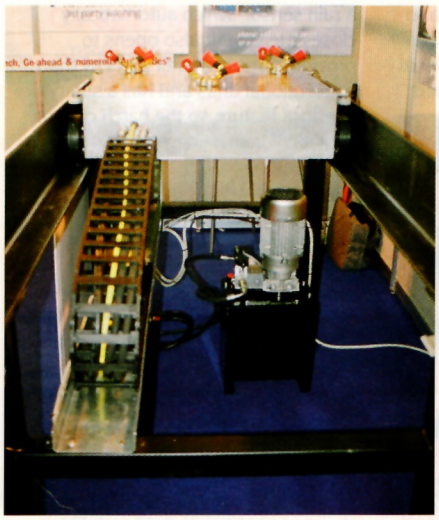
Treadsetter provide a comprehensive tyre supply service and they showed two new brands of tyres at the show, the Regal and JK ranges.

Software

A number of computer software systems were on show for covering coach booking, vehicle and driver allocation and vehicle maintenance. **Roeville** launched their new web based booking system which links to their Tours 2000xp and PH2000xp systems.

Distinctive Systems always seems to have new products and this year was no exception. They too introduced their new web access system, which uses Internet Explorer and enables operators and their customers to access information and make on-line bookings using a conventional PC. The hallmark of all DS systems is that they are user friendly. You don't have to be a computer boffin to operate them. I'm a computer Luddite according to my more computer literate colleagues, but I found the DS system simplicity itself to use.

Widney have developed this system to enable easy loading of luggage into coach side lockers.



FDI featured this compact hydraulically operated chassis washing system.

I was also interested to learn from Mike Whitehead, the MD, that the company now has a thriving business in the USA working through their agent Paradime.

Lifts

Ricon used the show to launch its new Evolution underfloor lift, which is a much thinner package, only 7 in deep, and has greater protection from the ingress of dirt. It also has a larger platform 52in long and 32in wide and can lift 350kg.

Braun lifts are becoming steadily more popular and they had a full range of underfloor and in-board lifts on show as did well known suppliers **Ratcliff** and **MBB**.

Dhollandia are well established in the truck market, but less well known on buses. Of particular interest in view of the upcoming legislation on wheelchair access on express coach services, is the RB, which is a 500kg hydraulic lift especially designed for this type of operation.

Doors

A new exhibitor to me at the show was **Tamware** from Finland. They showed three interesting doors. An electrically operated minibus plug door which has positive locking when closed, a sliding plug door system which does not have the usual large upright in-board operating poles and a similarly configured coach type plug door. Tamware are already a major supplier to Plaxton.

Handling luggage

When I first road tested with the I-Shift gearbox equipped Volvo B12B Plaxton being operated by Wallace Arnold, it was fitted with a prototype luggage handling system in one of the lockers. **Widney** showed the latest developments of this equipment, which enables the driver to simply lift cases on to the tray, which is then slid into the locker. They will shortly have one that allows lockers on both sides to be loaded from one side, the offside tray riding up over the nearside one for loading. Health and Safety issues surrounding drivers lifting luggage are becoming a major issue. This equipment would seem to be a good solution to the problem.

Dhollandia produce a wide range of lifts. This RB is a hydraulic lift for use on coaches.

Brighton

A date to put in your diary is the weekend of 16 & 17 April 2005 when the 51st UK Coach Rally will be staged in Brighton. One of the attractions will be the Party on the Prom on the Saturday evening. **Coach Displays** had already taken bookings for close to 40 coaches by the end of the show.

Sadly, the Editor says I cannot have any more room so watch our Products and Services feature over the next few weeks to see more of the new products coming to the market.

By Rob Orchard

Focus on the CTTC Show, Dublin

Opening times: Saturday November 20 09.00-17.00
Sunday November 21 09.00-16.00

November 20-21 will see the staging of the third Irish Coach and Bus Show at the Royal Dublin Showground. The event is held in the Simmonscourt Pavilion and is organised by the Coach Tourism and Transport Council of Ireland. Staged every two years, the event is the only major show devoted to the bus and coach industry in Ireland and has increased steadily in size since its inception. This year continues the trend. It has traditionally had a much more informal feel to it than other major UK and European exhibitions.

Ireland is undergoing considerable change in its public transport situation with the gradual de-regulation of services which have hitherto been firmly in control of the State Transport organisations CIE and subsequently Dublin Bus and Bus Eireann. Seamus Brennan, the former Minister of Transport in the Irish Government, opened the show two years ago and in his opening speech led the industry to believe that the pace of de-regulation would be speeded up. Sadly, despite Mr Brennan's optimism, such has not been the case. The Irish Bus and Coach Industry will be looking for a much more positive statement from new Transport Minister, Martin Cullen.

There have been some significant moves in the Irish operating industry since the last show with The ComfortDelGro subsidiary Metroline taking over Citylink and operating the Galway-Dublin Airport-Dublin express coach service in competition with Bus Eireann. The vehicles carry a similar livery to those of Scottish Citylink. Similarly FirstGroup is a major stakeholder in the Aircoach operations in Dublin.

Esker Bus and Coach will launch the Mercedes Vario based version of the Riada introduced earlier this year on the Mercedes 616 Sprinter.

One of Ireland's largest operators J.J.Kavanagh of Urlingford took delivery of these Setra S415HDs this year.

The flow has been two way because Irish operators are getting more involved in the UK as evidenced by the purchase of Silver Coach Lines by Edinburgh Castle Coaches which is a subsidiary of major Irish operator and CTTC President, J.J.Kavanagh.

Despite the slow pace of change on regulated services, there has been a considerable expansion of the privately operated coach sector and a large quantity of new coaches have found their way into Ireland over the past two years. All the main players are represented in the market including Volvo, Scania, EvoBus (both Mercedes and Setra), MAN and VDL.

Sales in Ireland are either handled by indigenous Irish companies, Irish based dealers or from the UK. Volvo, EvoBus, Volvo and Bova fall into this category. Scania have their own company in Ireland Scania Westward, which works closely with but independently from Scania Bus and Coach UK. Other marques are handled by specialist dealers, many of them long standing in the industry. VDL products are handled by Bartons, who also distribute the Ayats body range, Plaxtons, Van Hool and BMC. Neighbours Brian Noone Sales handle importation of MAN based products and also bodywork by Noge, Beulas and Indcar. Dermot Cronin also handles VDL and Van Hool. Van Hool has a number of agents in Ireland, a body that has long been popular in Ireland.

Among the big vehicle suppliers appearing for the first time at this year's Show are BMC, Salvador Caetano, East Lancs and Moseley Distributors and Moseley in the South with the Bova, Volvo Van Hool and Sitcar Beluga franchises. Whilst the vehicles are predominantly similar to those in the UK you do come across some different combinations. Noones, for example, sell the Beulas body on MAN rather than Iveco chassis.

East Lancs' exhibits will both be double deckers on 10.9m Volvo B7TL chassis. One will be a 77 seater for Mortons and the other a largely open top bus for Tony McConn.

The show will feature some of the

One of the first Volvos sold into Ireland with the I-Shift transmission this B12B operated by Halpenny Travel of Dundalk has the Sunsundegui Sideral body.

This stylish Indcar body is marketed in Ireland on the MAN chassis as the Mago2. In the UK it is fitted to the Iveco EuroMidi chassis and called a Maxim2. This example is operated by James Corolan in Ireland.

first examples of over 12m long coaches seen in Ireland with a 13.84m three axle Volvo B12B Van Hool Acron for Spa Coaches of Strathpeffer appearing on the Moseley stand as well as a 13m Bova Futura 13.340XF. It is for Mackies of Alloa and is the 7,500th Bova Futura, Mackies having bought the first Bova Europa in Scotland 23 years ago. In contrast, the Moseley companies will also show a high specification 29 seat Sitcar Beluga bodied Vario 815 for Midlands Coaches of Auchterader.

Ireland has always had a healthy market for midi and minicoaches and minibuses and a number of these will be featured at the show by both indigenous manufacturers and importers.

Irish based Esker Bus and Coach and its manufacturing subsidiary KVC from Kilbeggan won the award for the best stand at the last show and will be out to do the same this year. They will have an impressive range of products ranging from conversions of the Mercedes Vito up to the larger high specification Esker Touring midicoach built in Spain by Unvi. They will be using the show to launch their latest product: the Riada body on the Mercedes Vario. Esker are also agents for the Plaxton Cheetah, Beaver and Pronto and hope to show the first example of the latter for Ireland at the Show.

Euro Coach Builders another indigenous Irish manufacturer, which also has a manufacturing agreement with East Lancs, will be showing examples of its conversions on the Mercedes Vario including the recently introduced LX which it markets jointly with Leinster Vehicle Distributors in Ireland and Scotland and Taylors PSV Sales in the rest of the UK. Three versions of the LX will be shown including a 33 seat LX33, a 29 seat automatic LX29 for Barry's Coaches of Cork and the LX16 16 seat golf coach for Eirebus of Dublin seen at the NEC last week. Also making its debut at the show will be the Mk2 Loxia midicoach based on the Mercedes Atego chassis.

Midland Body Builders, another long established Irish minibus builder, will also be featuring their latest products.

From Northern Ireland, Loughshore Autos, who sell in both North and South as well as the wider UK, will show examples from their comprehensive range of van conversions.

Bus sales are primarily still confined to the big Dublin Bus and Bus Eireann operations plus a few independents. Both the big players have made substantial fleet upgrades in recent years and have bought large numbers of new double deckers, single deckers, coaches and articulated buses. Whilst TransBus International has dominated the double deck market, Wrightbus and East Lancs have also started to make in-roads. The closure of the TransBus Belfast operation could well see further opportunities for others to serve the market.

A number of well known UK support companies also figure in the market and will be represented at the Show. Firms like Carlyle Parts and Heavy Duty Parts are already well established. There will also be many established Irish based support companies exhibiting.

The Dublin Show has a unique atmosphere and is a hugely social occasion - a great place to meet Irish operators, discuss mutual ideas and forge working relationships. Many UK operators already make the effort to attend the Show and more than ever are expected to visit this year. After all, Dublin is one of Europe's most vibrant cities, with excellent bars, restaurants and night life, so what nicer way of doing a bit of business than staying in a lovely city and of course sampling the Irish capital's famous brew!

With the availability of cheap air flights from most UK airports it has never been easier, or cheaper, to access Dublin. Though airfares are cheap, be warned, Ireland's booming economy does mean that prices in general are higher than in the UK. The Showground is easily reached from Dublin Airport by using the excellent Aircoach service, which picks you up outside the Arrivals area and takes you right to the RDS at Simmonscourt.

If you are unable to make the trip, rest assured Bus & Coach Buyer will be bringing you all the details of what was on show.

By Rob Orchard

Volvo supplied 20 of these Sunsundegui Sideral bodied B12B and B12M coaches to Bus Eireann this year.

Coaches over 12m in length are still rare in Ireland. Moseley Distributors will be displaying this 13.84m Volvo B12BT Van Hool Acron as well as a 13m Bova Futura.

Chambers of Moneymore in Northern Ireland were one of the first to operate the Scania Irizar PB. They now have substantial fleet operating in Ireland, the UK and through to the Continent.

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1993 L Reg Merc 811D Plaxton Beaver 31 service seats with certified belts, Alison Automatic gearbox. Tested into next year, finished in white. Taxed, drive it away **£7,950 PLUS VAT**

AUTOMATIC VOLVO B10M COACHES

1990 PP Volvo Plaxton 3500 Paramount Choice of 2, one with 49 seats and toilet, one with 53 seats, both have seat belts and are finished in white with removable transfers, taxed and tested ZF automatic gearboxes (There are a few steamy windows in these 2 vehicles that will be put right on a firm order) **£19,950 PLUS VAT**

1992 K Reg Premier 3500 Currently with 49 seats and floor mounted toilet, it's taxed and tested, it drives superb, it's tatty at the moment but it's also at the right price or we will panel and paint it and retrim it to your specification **Ring for further details**

VOLVO VAN HOOLS

1987 D Reg Manual 53 seats with Belts New to Shearings then with a major bus company. You can drive them away or we will retrim them and paint them. We can upseat them to 57 if required. New fronts and latter back ends can also be fitted. **Ring for further details**

1984 A Reg Manual with 49 seats, centre continental door and toilet, seats in brown grafitti, belted, double glazed, tested until March next year, radio, PA. Drive it away, finished in white **£9,450 PLUS VAT**

OTHER VEHICLES IN STOCK NOW INCLUDE

1989 F Reg Leyland Tiger Plaxton 3500 Manual taxed and tested with 49 belted seats, a very tidy coach, ex National Holidays still in their colours, it drives extremely well. **£6,950 Plus VAT**

1983 PP Leyland Tiger Plaxton 3500 47 seats and table with rear floor mounted toilet, new front fitted manual gearbox, tested **£2,950 Plus VAT**

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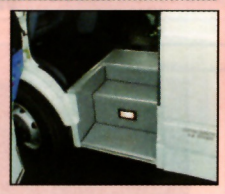

You think it we build it

Standard sec includes PAS, 16 high back M2 seats on tracking, 3 point inertia belts with certificate, tinted windows, parcel racks, quad vent, rear heater, front entrance with lowered step, 8 speaker hi-fi 4 interior lights with dim facility, side impact bars fitted, COIF.

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52 PLATE FORD TRANSIT

15 seat factory minibus, LWB, SLD, Genuine 36,000 miles from new, 90PSI, 2.4 Turbo diesel Duo Torque engine, PAS, full sound system, tinted windows, latest spec ... £13,995

02 PLATE LDV CONVOY TURBO DIESEL 17 seat factory minibuses
LWB ● PAS ● High roof ● SLD ● 17 H/B seats with 3 point inertia belts ● latest 2.4 T/D Dura Torque Ford engine + gear box ● interior lighting ● full sound system ● PAS ● Ready to go **£8,995**

BRAND NEW LDV EXTRA LWB MAXI LUXURY MINICOACH - £24,995

With power door & offside emergency exit ● front entry lowered step ● 17 luxury H/B soft trim seats ● 3 point inertia belts ● panoramic tinted windows ● parcel shelves ● interior reading lights with dim facility ● quad vent ● rear heater ● full sound system ● latest spec 90 psi Ford Duro Torque Turbo diesel engine ● large boot space ● Full COIF and 4 years warranty, concept conversion, built and ready to go today

WHEELCHAIR ACCESSIBLE

2002 (02), Wheelchair Accessible Factory Minibus (Choice of 5)
Minibus with underbody cassette lift, 16 passenger seats plus driver, 3 point Inertia seat belts, latest Ford Turbo Dura Torque engine and gearbox, LWB, High Roof, Wheelchair tracking, PAS, COIF & PSV, interior lighting, £13,995

Y REG LDV CONVOY 17 SEAT FACTORY MINIBUS
LWB, High roof, SLD, PAS, 17 forward facing H/B seats with 3 point inertia belts, interior lighting, 2.5 Ford Diesel engine and gearbox
● **Excellent value @ £7,495**

THE LOW COST MINICOACH

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Front entry minicoach with lowered step ● 16 H/B passenger seats behind the driver, with 3 point inertia belts ● interior lighting ● full sound system ● roof vent ● latest Ford Dura Torque engine and gearbox ● PAS

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Front entry lowered step ● 16 high back soft trim passenger seats ● 3 point inertia belts ● tinted windows ● parcel shelves ● rear heater ● 8 speaker hi-fi system ● interior lighting with dim facility ● PAS ● quad vent ● COIF and PSV ... £9,995
ALSO AVAILABLE: **1998 LUXURY MINICOACH** Call for details ... £7,995

53 PLATE LDV CONVOY TURBO DIESEL
17 seat factory minibus, LWB, High roof, SLD, latest spec Ford Dura Torque Engine and Gearbox, H/B seats with 3 point inertia belts, latest interior, interior lighting and full sound system, still under factory warranty... £12,495

X REG LDV CONVOY FACTORY MINIBUS, LWB, high roof, Side loading door, 17 forward facing high back seats with 3 point Intertia belts, 2.5 Ford diesel engine & gearbox. Full sound system, interior lighting, genuine miles from new power steering . . . £6,995

Mercedes-Benz

BRAND NEW MERCEDES CDI LUXURY SPEC MINICOACH
Front entry off side emergency exit, 16 H/B soft trim seats with 3 point inertia belts, roof vent, rear heater, large tinted windoows, parcel shelves, interior reading lights with dim facility, full speaker sound system, walnut trim dash
REAR BOOT SPACE UK VEHICLE, 3 YEARS WARRANTY, CONCEPT CONVERSION... £28,995 BUILT & READY TO GO.

2002 TURBO DIESEL LDV CONVOY WITH BRAND NEW LUXURY SPEC OLYMPUS CONVERSION, Front entry, lowered step, 17 H/B luxury seats with 3 point belts, quad vent, rear heater, large tinted windows, parcel shelves, locker box, interior reading lights with dim facility, stereo system with 8 speakers, full COIF + PSV test . . . £13,995

03 PLATE LDV CONVOY, (TURBO DIESEL) 17 Seat Factory Minibus, LWB, High Roof, SLD, latest spec Ford Duratorque, Turbo Diesel engine and gearbox, H/B seats, 3 point inertia belts, interior lights and full sound system £10,495

51 PLATE LDV CONVOY 17 SEAT FACTORY MINIBUS, LWB Hi roof, SLD, 17 forward facing high back seats with 3 point Inertia belts. 2.5 Ford engine + gearbox. Full sound system, interior lighting. Low miles. Power steering **£7,995**

THIS WEEKS STAR BUY!!

X REG LDV CONVOY TURBO DIESEL

17 seat factory minibus, LWB high roof, SLD, PAS, 2.5 Ford engine & gearbox, interior lighting, stereo system, PSV + COIF. Bargain price ... £5,995

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Other low roof minibuses available - ring for details.

1996 VOLKESWAGEN CARAVELLE,
12 seat minibus, SLD, forward facing seats with 3 point belts, 2.4 diesel engine, PAS, COIF + PSV, full sound system ... £3,995

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For the convenience of our customers in the North we now have some sales stock in Darlington, where a limited range can be viewed. Please phone for details.

1984/5 A REG VOLVO D10M'S EAST LANCS BODIES
76 seats, long tests...

1996 Dennis Dart SLF's
Plaxton Pointer bodies, 36 seats, single door, can upseat to 40

1962 AEC ROUTEMASTER
Fitted recent Scania engines, good tests, these are almost the last of the standard length ones to become available, only hand full in stock so be quick

1994/5 L AND M REG VOLVO B6'S
ZF gearboxes, Volvo engines, 40 seats (some coach seated) large choice. These buses are a good opportunity to buy modern buses at reasonable prices.
£11000 each plus tyres and VAT

1986 C REG LEYLAND TIGER TL11/HYDRACYCLIC
Fitted 1992 East Lancs re-body, now 61 seats, MoT 06/05

1989 F REG DENNIS DOMINATOR GARDNER 6LXB/VOITH
Alexander body, 76 seats

1992 J REG DENNIS DART WADHAM STRINGER BODY
37 Seater, new test

ROUTEMASTERS
Last chance to buy a London classic!! 72 seaters all with current tests, recent refurbishments including Cummins engines. Limited number available, ideal buses for weddings, special events. etc

1990 G REG SCANIA 113'S VOITH AUTOMATIC
Alexander 51 seat bodies with 24 standing. These are good quality high capacity single decks which are not usually available so they will sell fast!!!

1983 A REG LEYLAND OLYMPIANS
Gardner 6LXB/Hydracyclic, low height 13'8", 77 seats, all tested well into next year

1985/6 B AND C REG LEYLAND OLYMPIANS
Cummins L10's/Voith 4 speed auto (60mph), low height (13'8"), 77 seats, all tested well into next year.

1989 G REG VOLVO D10M CITYBUSES
Voith automatics, East Lancs bodies, 88 seaters, new test and all glass good!!

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Visit our new website at www.ensignbus.com or e-mail sales@ensignbus.com

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1994 Volvo B10M Jonckheere Deauville DH
49 seats, double glazed, radio p.a. blinds, interior grey and pink, exterior white. MoT 15.03.05

1996 Dennis Javelin 10 Metre Plaxton Premier
43 seats, inswing door, double glazed, curtains, radio p.a., interior grey with red, blue and green, exterior white. MoT 19.03.05

790/1011317/SH

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Reg 27.06.96. MoT April 2005. Hi roof LWB, SLD, 6 x coach sts + lap diag belts. Full soft trim, non slip lino floor. Tracking for 2 wheelchairs. Wheelchair ramp. Drives exceptionally well. No body damage. 1 previous owner. 180,000m hence
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8.8m Caetano Slimbus Dart SLF, 28 seats, Narrow body, 7 available for immediate delivery from our stock From £79,500

Dennis Alexander Pointer SLF, 8.8Metre - 10.1Metre, 29 - 34 seats, some with belts, Immediate delivery, From £82,000

10.6m Volvo Merit Wrights SLF, 38 seats, Cummins/Allison 4 Available from our stock From £89,950

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53 seats plus WC and hot drinks, rear continental door. 12 months MoT.

£30,000 + VAT

01548 853081

790/1012154/SH

1966 AEC ROUTEMASTER RML

72 seats ex Metroline in service until September. Excellent condition. Cummins engine

£6,000 ono

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49 reclining seats with Air-Con, webasto, fridge, video, boiler, centre sunken toilet & retarder, new engine 2000, gearbox reconditioned 2003, new clutch this week! MOT Oct 2005, well maintained, and in excellent condition

£29,995 + VAT Ready to work!

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Taylors of Sutton Scotney Ltd, Hampshire

790/1012187/SH

1996 Volvo B10M Plaxton Premiere 350

55 recliners + courier. 6sp Manual G/B

£55,000 ono may part ex.

Day: 01563 525 631
Eve: 07977 071 466

Rowe & Tudhope - Kilmarnock

790/1012191/SH

1999 V Reg Mercedes Sprinter 412 Crest Conversion 16 seater executive with air con, TV, Video, coach rear end, metallic silver and blue. 12 month's MoT and 4 month's tax **£23,000 + VAT**

2002 Mercedes Sprinter 413 CDI Optare Sorrocco Coach Built 16 reclining seats, coach rear end, large boot, power door, metallic silver and blue, marker lights, 12 month' test, tinted windows **£37,895**

2004 6 month old Vario, Excel Conversion 24 seater minicoach, forced air, reading lights, bonded, tinted windows, in plain white **£39,995**

All of the above are to the highest standard and in immaculate condition

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07970 287106

Cheap to Clear
24 seater Robin Hood 811 1988, Tested till May **£2,995 to clear**

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2002 Mercedes Sprinter 413 CDi

Choice of 3 in excellent condition. 16 high back passenger seats. 3 point seat belts. PA. Luggage racks with forced air and reading lights. Rear luggage space

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49Str Rcl, Fansa seats, new MoT, taxed until August 2005. Video 2 x monitors, toilet, fridge, H/C drinks machine, courier seat. Excellent condition for year

£29,500

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FORECOURT

1994 (M) VOLVO B10M PLAXTON PREMIERE 350
auto g/box,
53/57 seats, crew seat,
double glazing
Choice - £40,000
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790/1010086/FC

12:380 XE Bova Futura
March 02, 6 speed HGS Manual 380 BHP, 48 soft line seats with leather inserts + head flaps, Euro liners, TV video, onboard Hoover and all the usual extras. Available end of Oct 04 or earlier by arrangement
Fixed Price £135,000.00 + VAT

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27 seats, air-con, Hoover + full carpet
Price £49,995.00 ono (no serious offer refused)
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790/1012122/FC

MERCEDES 413 CDI 2000 89,000 miles (warranted) 16 seater, brand new front entrance coach conversion, 12 months test COIF. Extra wide seats, fibre glass body kit, Euroliners, wooden dash, CD player. Absolute stunning vehicle **£18,250 + VAT**

MERCEDES 412 1999 87,000 miles (warranted) 16 seater brand new front entrance coach conversion, 12 months test COIF, extra wide seats all on M2 tracking, can be adapted to take chair lift or used on executive work. Fibre glass body kit, CD player, Euroliners, wooden dash. Absolute stunner **£14,500 + VAT**
790/1012177/FC
Direct from Conversion Company
Tel: 07721 342 427
or 0161 794 0033

DUPLE LASER VOLVO B10M with 52 seats, toilet & drinks. First registered October '83. Body in very good condition, new panels etc. just spent over £5000 on reconditioning the body. Double glazed with some misty windows. Mechanically in good condition. Manual never been shuttled. Interior in reasonable condition. Private plates. In its year a duple demonstrator. Taxed and tested to April 2005 **No reasonable offer refused**

1982 PLAXTON BEDFORD 45 seater YMQ Blue Series with 500 engine. In excellent condition throughout with high-speed rear axle. Owned by us from new. Blue interior. Taxed will be supplied with almost new MoT **No reasonable offer refused**

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790/ 1012085/FC

2000 W Iveco 35 CII MWB
Hi-roof panel van, 68,000kms, front lower entry door, rear under slung tail-lift, 7 seater + 2 wheelchairs, 1 company owner, diamond white paintwork, very good condition, roof lights, sky light. ***Must be viewed.***
£12,995 + VAT
All credit cards accepted
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Mob: 07766 670 411
07831 312879
790/1011257/FC

2000 PLAXTON PARAGON VOLVO B10M
57/49 + C demountable centre WC, black magic moquette, inertia belts, air con, vgc inside and out
£97,500 + VAT
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790/1011963/FC

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1993 Optare Metrorider 25 seats, wide door	**£3,995**
1991 Mercedes Alexander 25 seat service bus, high back seats, PP	**£2,695**
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1986 Two Leyland Olympian 72 seats, very clean	**£6,750**

All sold with full MoT, also spare parts for Volvo, Cummins,Leyland, Gardner, DAF, new and recon engines available, Choice of 10 good condition service buses Greenway, Lynx, Tiger, Nat 1/2 offers invited
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VOLVO B10M 360BHP PLAXTON PANTHER, 2000 W, MOT June 2005, 280,000 kms, 49/53 seats, tv, video, drinks, bunk, a/c, leather headrests + piping, alloys **£107,500 + VAT**

VOLVO B10M JONCKHEERE DEAUVILLE, 51 seater, MOT Oct 2005, Reg 95, centre sunken toilet, tv, video **£49,500 + VAT**

MERCEDES 614D AUTOBUS CONVERSION, 24 seater, Reg 2000 MOT Aug 2005, large drop boot, radio, PA, power door **£26,500 +VAT**

MERCEDES 611D CREST CONVERSION, 24 seater, deep drop boot, slam door, Reg 97, MOT Feb 2005 **£12,750 + VAT**
790/1011727/FC
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1998 LDV CONVOY MINIBUS, Ford, 2.5Di engine & gearbox, 16 passenger seats, 3 point belts, PSV MOT, very good condition, owned from new **£4,250**

1990 VOLVO B10MT VANHOOL ALIZEE SH, 49 recliners, rear sunken toilet, continental door, water boiler, tv/video, intercooled engine, G7 comfort shift gearbox, very good condition **£28,000**

1989 SCANIA K113 JONCKHEERE DEAUVILLE, 49 recliners, centre sunken toilet, continental door, water boiler, 2 TV monitors, video, air conditioning fitted but not working, good condition **£25,000**

1989 VOLVO B10M JONCKHEERE DEAUVILLE, 50 recliners, rear sunken toilet, continental door, water boiler, tv/video, air conditioning fitted but not working, body in good condition interior requires retrim **£22,500**

1989 VOLVO B10M DUPLE 340, 53 recliners, intercooled engine, G7 comfort shift gearbox, air conditioning fitted but not working, all double glazed windows replaced, nearside panel damage, will supply replacement panels, ideal contract vehicle **£12,500**

1988 VANHOOL T815 INTEGRAL, 53 recliners, Cummins L10 engine, 6 speed ZR gearbox, seats need retrimming, bodywork in good condition, needs respray as paintwork has faded, to be sold with 12 months MOT **£17,500**

1985 VOLVO B10MT JONCKHEERE P95, 67 recliners, continental door, toilet, water boiler, tv/video, MK3 B10M intercooled engine conversion Feb/Mar 2005, ZF 6 speed splitter gearbox, good condition **£30,000**

1982 LEYLAND OLYMPIAN ECW BODY, 77 seats, Leyland TL11 engine, fully automatic gearbox, above average condition, no MOT, ideal contract vehicle **£4000 as is or £4500 with 12 months MOT**

1979 BRISTOL VRT ECW BODY, 74 vinyl seats, Gardner 6LXB engine, good contract vehicle, no MOT **£1,300**

1978 BRISTOL VRT ECW BODY, 75 moquette seats, Gardner 6LXB engine, good contract vehicle needs mitre box supplied with sale, no MOT **£1,000**
BRISTOL VRTS BUY THE PAIR FOR £2000

VOLVO B10M THD100ED ENGINE, out of MK1 B10M very good runner **£1,000**

All prices plus VAT
Mulleys Coaches
790/1011782/FC
01359 230234 ask for Dave or email: djm@mulleys.co.uk

Edinburgh Castle Coaches & Silver Coach Lines have the following vehicles, which are now surplus to our requirements, available for sale. Most vehicles have been purchased new and all maintained in house to a very high standard.

1989 Setra S215 HD (White) 49 reclining seats, toilet, fridge, radio & PA, MOT'd till Dec 04, wired for video. Will be sold with new MOT cert **£25,000**

1990 Setra S215 HD details same as above. MOT'd Dec 04 same applies **£28,000**

1989 Setra S210 H Real (Silver) 28 seat air-conditioned, toilet, radio, PA & drivers bunk. Also wired for video. MOT'd till May 2005 **£25,000**

2 x 1998 Volvo B10M's, Caetano Enigma, bodies with 49 reclining seats, toilet, radio, PA & wired for video. Both MOT'd till June 2005 (silver) **£70,000 each**

1998 Volvo B10M Caetano Enigma (White), 49 reclining seats, air-conditioned. Toilet, radio, PA, wired for video. MOT'd till March 2005 **£75,000**

1998 Volvo B10M Jonckheere Mistral 50 (White), with 51 reclining seats, air-conditioned, toilet, radio, PA & DVD/monitor. MOT'd till Jan 2005 **£75,000**

1996 Toyota Optimo Choice of 3 (2 silver, 1 white) with large boots, all have radio PA system and long MOT's **£15,000**

All coaches have removable vinyls, disposal sale only all prices plus VAT
790/1012176/FC
Contact Peter on 0131 554 5413

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COOPERS OF KILLAMARSH

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04/53 BMC Probus 35 seater midi coach. Usual Probus refinements, climate control, 35 reclining seats plus courier seats, 6 speed ZF gearbox with Telma, double glazed tinted windows with full draw curtains, coolbox, radio/PA cassette plus DVD player, full air suspension and all round disc brakes with ABS and ASR.

2001 Y Volvo B12M Plaxton Panther 49 reclining seats plus courier seat, sunken centre toilet with continental door. Water boiler and fridge, double glazed, tinted windows, curtains and blinds, air conditioning, Webasto heater, TV, Video, polished alloy wheels. Low mileage, superb condition. All latest suspension and steering modifications have been carried out on this vehicle and it is offered at a substantial saving over new price.

Brand new unregistered vehicle to similar specification, finished in plain white at a very special price, ring for details.

1997 Volvo B10M Jonckheere Mistral Executive Coach, straight from our fleet, 51 reclining seats plus courier seat, sunken centre toilet with water boiler and coolbox, tinted double glazed windows with curtains, air conditioning and alloy wheels, TV/Video, superb condition. MoT Sept 2005.

BMC Main Dealer

For further details and prices on the above vehicles please ring Tony on 07766 408435 anytime, finance arranged subject to status, demonstrations a pleasure

790/1012181/FC

1987 Mercedes Benz 0303

49 reclining seats, toilet, fridge, continental entrance door. Very good condition, MoT 1 year, taxed 6 months

£10,500 + VAT

Tel: 01476 550285

790/1011985/FC

1994 L Mercedes 811

22 seater coach, front air door, ex school bus, fitted with bench seats, seat belted. Long 2005 MoT's, new tyres, all on tracking. Choice of 5 and trial bargain price. PSV tested + 24 seaters.

Prices from £3,995 + VAT

All credit cards accepted

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790/1012118/FC

Renault Master 2000W 2.8 D.T.I.

16 passengers, MoT May '05. PSV/COIF air con. Electric windows, electric mirrors, electric side steps. M1, floor & seats (rear 3 removable)

£9,500 + VAT ono

Tel: 01977 792 873
Mob 07887 548 276
(W. Yorks)

790/1012082/FC

1997 DAF SB220 GS Optare Delta Bus

53 seats + 21 standees, (inc. 2 x 2 fold down n/s), MoT Aug 2005, tach and SPD limiter, 95kph, averages 10mpg

£45,000 + VAT

RELIANCE MOTOR SERVICES, YORK

TEL: 01904 768262

790/1012180/FC

1989 Volvo B10M Plaxton Paramount 3500

53 seats and toilet, certified 55 seats, MoT until Nov 2005 with tax. Retrimmed and re-panelled in past two years. Recent new clutch. **£19,000 + VAT**

Tel: Rodgers Coaches
01536 200500

790/1012128/FC

2001 (Y) MERCEDES 814D VARIO

24 high back seats & belts, courier seat, curtains, boot, radio/PA, MoT 1st March 2005

£31,000 ono + VAT

1998 (R) MERCEDES 614D VARIO

24 high back seats & belts, boot, radio/PA, MoT 27th May 2005

£22,500 ono + VAT

Tel: 01947 602922

790/1011982/FC

1996 NEOPLAN DENNIS TRANSLINER

Full exec with air con, 50 seats

£45,000 + VAT

Tel: 0121 360 2862
Mobile:
07973 739103

790/1011961/FC

Renault Master 16 Seats

White, reading lights, forced air, reversing camera's. Massive luggage space, manufactured '01, Registered '03. 240k. **Choice of 2.** Taxed & Tested

Ford Transit 14 Seats

MoT June 2005. Loss of contract sale **£1,500 + VAT ono**

For further details
Tel 01792 534600
Mob: 07774 722457

790/1012103/FC

2004 LDV Convoy Crest Conversion

Front entry, full luxury high back coach seats with 3 point belts, TV, video, DVD, curtains, bonded glass, Euroliner wheeltrims. Very low mileage. Selling due to new vehicle arriving

£18,000 ono

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Volvo B10M Plaxton 1996

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33 Seat Coach Specification

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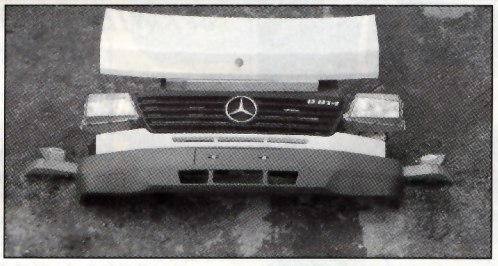

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✹ FORD TRANSIT 125PS 16 SEATERS ✹

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Features front entry lowered step, 16 highback seats, 2.5 Ford Turbo Diesel, luggage racks, Euroliners, low mileage, long test. Excellent condition

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Standard factory, 14 seater, highback M2 seats, 3 point belts, sliding side door, finished in white

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Standard Factory vehicle with high-back seats, 3 point belts, long test, finished in white. Excellent condition

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Features 18 highback full size coach seats, seat belts, forced air, reading lights, power door, large boot, well maintained mechanically & bodily. Can be run easily as 16 seat non tacho. Finished in beige & blue, A truely superb example

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1998 BOVA FUTURA FHD
49 reclining seats, air conditioning, centre sunken toilet, continental door, fridge, water boiler, video & monitor, retarder. Interior - blue/red. Exterior - white.

1996 BOVA FUTURA FHD
49 reclining seats, centre sunken toilet, continental door, fridge, water heater, air conditioning, wired for video & monitor. Interior - grey/red. Exterior - white/yellow.

1990 BOVA FUTURA FHD
53 reclining seats. Interior - brown. Exterior - white.

1988 BOVA FUTURA FHD
53 reclining seats, continental door. Interior - red. Exterior - white.

1986 BOVA FUTURA FHD
49 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, drinks machine, double glazed. Video & monitor. Interior - brown graffiti. Exterior - white.

VOLVO

2000 VOLVO B10M VAN HOOL ALIZEE T9
46 reclining seats, rear servery incorporating fridge, water heater, sink & storage cupboards, rear floor level toilet, wired for video & monitor. Interior - grey/maroon. Exterior - white/maroon.

2000 VOLVO B10M VAN HOOL ALIZEE T9
53 reclining seats, rear floor level toilet, power operated in-swig entrance door. Interior - grey/maroon. Exterior - white/maroon. Choice of 2.

1999 VOLVO B10M VAN HOOL ALIZEE T9
48 reclining seats, rear floor level toilet, rear servery incorporating fridge, water heater & storage cupboard, air conditioning, wired for video & monitor. Interior - yellow/blue. Exterior - white.

1998 VOLVO B10M VAN HOOL ALIZEE T9
53 reclining seats, rear floor level toilet, in-swing power operated entrance door. Interior - grey/maroon. Exterior - white. Choice of 2.

1998 VOLVO B9M VAN HOOL ALIZEE
28 reclining seats, air conditioning, rear toilet, servery incorporating water boiler, fridge & sink. Interior - black/orange. Exterior - white.

1997 VOLVO B10M BERKHOF AXIAL
49 reclining seats, centre sunken toilet, continental door, air conditioning, wired for video. Interior - grey/multi. Exterior - white/yellow. Choice of 2.

1996 VOLVO B10M JONCKHEERE DEAUVILLE
49 reclining seats, centre sunken toilet, continental door, fridge, drinks dispenser, wired for video & monitor. Interior - grey/red. Exterior - white.

1995 VOLVO B10M VAN HOOL ALIZEE
55 reclining seats, wired for video. Interior - red/grey. Exterior - white.

1994 VOLVO B10M VAN HOOL ALIZEE
50 reclining seats, rear sunken toilet, rear continental door, air conditioning, drinks dispenser, wired for video & monitor, Telma retarder. Interior - Autumn tint. Exterior - red/white.

1994 VOLVO B10M VAN HOOL ALIZEE
53 reclining seats. Interior - grey/red. Exterior - white.

1990 VOLVO B10M JONCKHEERE DEAUVILLE
51 reclining seats, rear sunken toilet, continental door, drinks dispenser, wired for video & monitor. Interior - red. Exterior - white.

1990 VOLVO B10M VAN HOOL ALIZEE
49 reclining seats, centre sunken toilet, continental door. Interior - grey/red. Exterior - white.

1990 VOLVO B10M JONCKHEERE DEAUVILLE
51 reclining seats, rear sunken toilet, continental door, wired for video. Interior - maroon/grey. Exterior - white.

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53 re-trimmed seats. Interior - red. Exterior - white.

1989 VOLVO B10M CAETANO ALGARVE LD
53 reclining seats, curtains. Interior - grey/red. Exterior - blue.

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2003 IVECO BEULAS EL MUNDO
48 reclining seat, air conditioning, rear toilet, servery with fridge, drinks dispenser & storage cupboard, wired for video & monitor. Interior - green. Exterior - cream. Choice of 2.

2002 IVECO BEULAS EL MUNDO
48 reclining seats, air conditioning, rear toilet, servery with fridge, drinks dispenser & storage cupboards, wired for video & monitor. Interior - grey. Exterior - cream. Choice of 3.

2000 IVECO BEULAS STERGO
48 reclining seats, air conditioning, centre sunken toilet, fridge, water heater. Interior - green. Exterior - silver.

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1999 MERCEDES 815 AUTOBUS CLASSIQUE
29 seats, powered door, automatic transmission. Interior - red. Exterior - white.

1998 MERCEDES 814 PLAXTON CHEETAH
29 seats, power operated entrance door. Interior - grey/red. Exterior - white.

1997 MERCEDES 814 AUTOBUS CLASSIQUE
24 seats, powered door, large luggage locker. Interior - grey/red. Exterior - white.

1996 MERCEDES 814D ROBIN HOOD
25 reclining seats, courier seat, power door, air conditioning, large boot. Interior - grey. Exterior - white.

1993 MERCEDES 814 AUTOBUS CLASSIQUE
29 seats, 2 tables, powered door. Interior - grey/red. Exterior - white.

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1998 DENNIS GX NEOPLAN TRANSLINER
53 reclining seats, air conditioning, drinks dispenser. Interior - blue/grey. Exterior - white.

SCANIA

1992 SCANIA K113 BERKHOF EXCELLENCE
51 reclining seats, centre sunken toilet, continental door, Telma retarder. Interior - grey. Exterior - white.

1992 SCANIA K93 PLAXTON 3500
51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - red/grey. Exterior - white.

1990 SCANIA K93 DUPLE 320
55 re-trimmed seats, power operated door. Interior - brown. Exterior - white.

1986 SCANIA K112 JONCKHEERE P.599
49 reclining seats, centre sunken toilet, continental door, double glazed, wired for video & monitor. Interior - green/red. Exterior - white.

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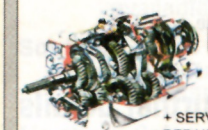

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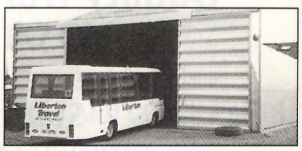

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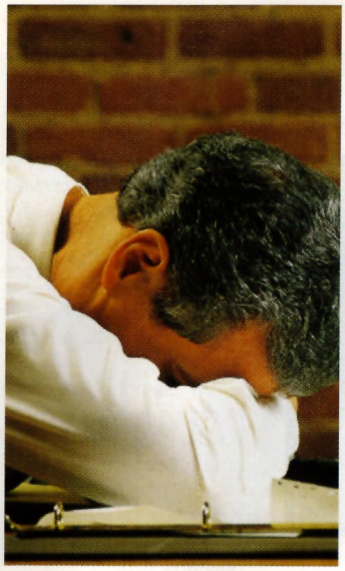

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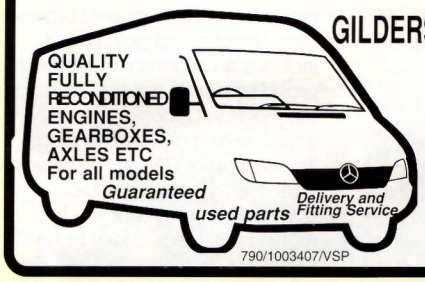

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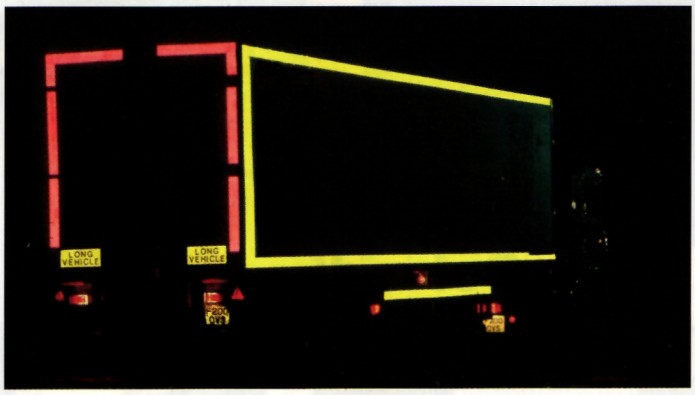
Buses and commercial vehicles are often pressure washed, but if it is done incorrectly it can cause the livery to delaminate. However, following a few simple guidelines can prevent this.

Stewart Ayrey, Senior Technical Service Engineer, of 3M UK's Traffic Safety Systems, explains, 'Normally, dirt will collect in the edges of the material within a couple of months, but no attempts should be made to remove this dirt through pressure washing, as this can lead to the top layer lifting from the bottom layer - delamination. For the best practice, the nozzle should be held at a distance of one metre from the vehicle. Water pressure should be 80 bar (1000 psi) or less, and water temperature should be 60°C or less. Soap and detergent can be used, but never acid or solvent cleaning solutions.' Stewart added, 'If vehicles are not power washed, soap or detergent and warm or cold water can be applied with a sponge or cloth, followed by a clean water rinse.'



Bad pressure washing techniques can delaminate coach and bus liveries as well as reflective warning markings.

3M Diamond Grade reflective markings for Vehicles can withstand repeated pressure washing, cleaning by automatic rotary brush washers and manual washing.

3M Diamond Grade reflective markings provide a bright, vibrant daytime appearance, high night-time reflectivity and excellent wide-angle performance with up to 9 times greater retro-reflectivity than standard engineering grade reflective film.

For more information telephone James Dewar on 01344 857953, or visit the new website: www.3m.com/uk/traffic

Crypton diagnostics for individual needs

Crypton, manufacturers of vehicle and engine test equipment, have discovered, as a result of research carried out, that individual garages required varied levels of diagnostic equipment for many different types of tasks.

In response, Crypton want to offer the market different levels of diagnostics to suit individual requirements. In addition, if a garage is looking to raise their profile with diagnostics, Crypton have a unique training and support programme to enable garages to do so. At present the Crypton range falls into four categories, all of which are constantly updated to keep them inline with latest technology and legislation.

The low cost ACT2 Handyscan is a ONE Evaluation Data Base (OEDB) scan tool which is specifically designed to meet the requirements of OEDB including CAN (Controller Area Network). It will communicate with all the vehicles that have the OEDB system fitted to meet this new international standard, with the added advantage that it will also communicate with a wide range of older vehicles. Applications for these older vehicles are sold individually so that you can buy to suit your own business needs. Its main function includes reading/resetting fault codes, live readings and systems tests etc.

ProScan, which has recently been launched by Crypton, is a new professional tool that provides the workshop with a comprehensive, flexible and cost effective device for pinpointing faults on today's vehicles. System coverage includes ABS, traction control, key programming, dashboard, climate control, transmission control, service light reset, and engine management. A planned programme of application development ensures regular three monthly software updates to keep ProScan ahead of the game. Options include oscilloscope and multimetre functions and vehicle information database. The unit also comes with a three year warranty and software updates as standard.

CodesPlus is a PC based product that uses internet browser measurement technology and includes an information database providing a total solution to vehicle diagnostics. CodesPlus now comes with a ruggedised touch screen laptop. CodesPlus takes its data directly from the vehicle's diagnostic socket enabling live readings and fault codes to be displayed directly on the PC. For those troublesome intermittent faults the OEDB module can be used as a flight recorder to obtain data under real driving conditions, and then downloaded onto the PC for data analysis. CodesPlus takes serial diagnostics to the next level to allow fix and repair facilities, thereby creating profit opportunities.

The EDP830 range of multitask platforms allows maximum utilisation within a busy workshop. Modular design for diagnostics, petrol and diesel emission measurement, and extensive vehicle data information, are all incorporated in one robust wheel around trolley.

For further information on Crypton's range contact: Emma Cox on 01278 436275. Or visit the website www.cryptontechnology.com

Vultron LED bus signs brighten up buses

Vultron International's LED bus destination sign systems continues to prove popular with operators. The signs are designed specifically to increase visibility for passengers whilst at the same time reducing overall operating and servicing costs for operators.

Housed in a slim, compact, lightweight aluminium extrusion frame the signs utilise high intensity LEDs which, when combined with their wide viewing angle of 120°, provide for a bright display with excellent viewing characteristics. In addition, each sign has an ambient light sensor on the front which alters the brightness, making them highly visible in dull weather and at night.

From an operating point of view the signs incorporate static drive high intensity LEDs which ensure a longer life and have multi-page scrolling and multi-language facilities.

The system also incorporates a user friendly, alpha numeric keypad with flash card memory which downloads from the Windows editing programme and allows up to 2000 destinations to be pre-programmed into an individual bus.

Other options available in the VMX system include a recorded voice announcement synchronised with each destination, customisable voiced announcements or welcome messages, and an internal next stop display system utilising Vultron's global positioning system or preprogrammed route information.

Sprinter delivered to Aberfeldy Motor Company

Aberfeldy Motor Services, of Perthshire has recently taken delivery of this 16 seat Mercedes-Benz 413cdi Sprinter. Supplied by Harry Ferguson.

The specification includes luggage racks with mahogany cappings, dash kit and quick release seating to offer a larger luggage area.

B7RLE first for Perrymans

Perrymans Coaches of Berwick-upon-Tweed have just taken delivery of this Volvo B7RLE - the first to join their 35 vehicle fleet. The bus is fitted with the Wrightbus Eclipse Urban body and is being used on the company's service between the border town and Edinburgh.

Perrymans which has been operating for 27 years has the unique distinction of operating the team coach for Berwick Rangers the only English team to play in the Scottish League.

Vario and Sprinter joins Whitestar Coaches fleet

Whitestar Coaches of Neilston, Glasgow have updated their fleet with the purchase of two vehicles from Holloway Commercials of Willenhall.

The Sprinter 413 CDi is the stretched version with large boot and luxury interior. The 24 seat Vario 614 is fitted with power door, reading lights, blown air and dropwell boot.

Lawmans try the Beluga

R S Lawman (Coaches) Ltd of Kettering, Northamptonshire, have recently taken delivery of a new Mercedes-Benz 0815 DT Sitcar Beluga luxury midicoach.

The Beluga has a 152bhp engine, five speed gearbox and Telma retarder. It has 33 fixed seats with headrest flaps and the on board entertainment includes Radio, PA and CD play. The vehicle was supplied by Moseley (PCV) Ltd.

A trio of LDVs for Severndale School

Three LDV Convoy School minibuses have been supplied to Severndale School by local LDV dealership, Greenhous LDV Van Centre. The vehicles will be used to transport the children on school trips and extra curricular excursions across the country.

Christine Ward, Greenhous LDV Van Centre's franchise manager added: 'The LDV Convoy School Minibus has won many awards in its time, including the Prince Michael Road Safety Award and is deemed the safest in its class. As a result, the minibus is a popular choice with many schools across the country.'

ARRIVA

Bus and Coach

2001 EOS 90 auto MAN eng
48 reclining seats, rear toilet, air conditioning

2004 DAF SB4000 auto VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air conditioning
2001 EOS 90 auto MAN eng, 48 reclining seats, rear toilet, air conditioning
2000 EOS 90 auto MAN eng, 46 reclining seats, rear toilet, air conditioning
2000 DAF SB3000 auto IKARUS 396, 49 reclining seats, rear toilet,air conditioning
2000 SCANIA K124 C shift VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air conditioning
1999 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air conditioning
1999 EOS 90 man MAN eng, 48 reclining seats, rear toilet, air conditioning
1999 MERCEDES 421D auto WHITACRES, 14 seats with 3 point belts, large rear luggage
1998 DAF SB3000 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet, air conditioning
1998 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet, air conditioning
1998 EOS 90 man MAN eng, 49 reclining seats, rear toilet, air conditioning
1998 EOS 90 man MAN eng, 48 reclining seats, rear toilet, air conditioning, fridge, boiler
1998 SCANIA L94 auto VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air conditioning
1997 DAF SB3000 man VANHOOL ALIZEE H, 51 reclining seats, rear toilet
1997 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air conditioning
1997 DAF SB3000 man IKARUS 396, 49 reclining seats, centre sunken toilet, air conditioning
1997 DAF SB3000 auto IKARUS 350, 53 reclining seats
1997 EOS 90 man MAN eng, 51 reclining seats, rear toilet
1996 DAF SB3000 man PLAXTON PREMIERE 350, 53 reclining seats
1996 DAF SB3000 man VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet air conditioning
1996 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air conditioning
1996 EOS 90 man MAN eng, 49 reclining seats, centre sunken toilet, air conditioning
1996 EOS 90 man MAN eng, 51 reclining seats, rear toilet, air conditioning
1996 EOS 80 man MERC eng, 30 reclining seats, rear toilet, air conditioning, TV/Video
1994 DAF SB3000 m/ret VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet
1993 DAF SB3000 auto VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
1993 DAF SB3000 auto VANHOOL ALIZEE H, 51 reclining seats, rear toilet
1992 DAF MB230 man VANHOOL ALIZEE H, 53 reclining seats
1992 DAF MB230 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
1992 DAF SB2305 man VANHOOL ALIZEE DH, 53 reclining seats
1988 DAF SB2300 man DUPLE 320, 57 seats

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Email: busandcoachsales@arriva.co.uk

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OPTARE
VDL DB250 SLF SPECTRA

WRIGHTS
VDL SB120 SLF CADET
VDL SB200 SLF COMMANDER

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VDL SB4000 PF & XF ALIZEE T9

MARCOPOLO
VDL SB4000 PF VIAGGIO II 330

VAN HOOL
T917 ASTRON 13.8m

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